

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

58

Mecklenburg County
Town of Boydton
Town of Chase City
Town of Clarksville
Town of LaCrosse
Town of South Hill

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1	Mecklenburg County	1.99	1100	G	85%	1%	1%	1%	12%	0%	C	0.083	F	0.560	1200	G
1	Mecklenburg County	6.98	1900	G	85%	1%	1%	1%	12%	0%	F	0.089	F	0.69	1900	G
1 58	Mecklenburg County	3.43	12000	G	95%	1%	1%	1%	2%	0%	F	0.08	F	0.549	14000	G
1 Bus 58	Danville St	0.16	7000	N	95%	1%	1%	1%	2%	0%	N	0.09	N	0.606	7700	N
1 Bus 58	Town of South Hill	1.89	7000	G	95%	1%	1%	1%	2%	0%	C	0.09	F	0.606	7700	G
1 Bus 58	Danville St	0.28	10000	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.544	12000	G
1 Bus 58	Town of South Hill	0.09	11000	G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.525	12000	G
1 Bus 58	Danville St	0.23	11000	G	95%	1%	1%	1%	2%	0%	F	0.090	F	0.532	12000	G
1 Bus 58	Mecklenburg Ave	0.16	11000	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.507	12000	G
1 Mecklenburg Ave	Town of South Hill	0.08	10000	G	96%	1%	1%	1%	2%	0%	F	0.089	F	0.561	11000	G
1 Mecklenburg Ave	Town of South Hill	0.58	12000	G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.508	13000	G
1 Mecklenburg Ave	Town of South Hill	2.26	8400	G	96%	1%	1%	1%	2%	0%	C	0.091	F	0.569	9200	G
1	Mecklenburg County	3.54	2200	G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.61	2300	G
4 Bugs Island Rd	Mecklenburg County	4.53	710	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.597	740	G
4 Bugs Island Rd	Mecklenburg County (Maint: US)	0.53	760	N	96%	0%	1%	1%	2%	0%	N	0.119	N	0.632	790	N
4 Bugs Island Rd	Mecklenburg County	1.46	760	G	96%	0%	1%	1%	2%	0%	C	0.119	F	0.632	790	G
4 Bugs Island Rd	Mecklenburg County	4.50	940	G	96%	0%	1%	1%	2%	0%	F	0.107	F	0.544	980	G

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Mecklenburg Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
15	Mecklenburg County	4.76	2700	G	90%	1%	1%	2%	6%	0%	C	0.087	F	0.606	2800	G
15	Mecklenburg County	0.59	5500	G	90%	1%	1%	2%	6%	0%	F	0.095	F	0.548	5700	G
15 College St	Town of Clarksville (Maint: 58)	0.73	5500	N	90%	1%	1%	2%	6%	0%	N	0.095	N	0.548	5700	N
15 Bus 58 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	13000	G	91%	1%	1%	1%	6%	0%	C	0.087	F	0.520	14000	G
15 Bus 58 49	Mecklenburg County	0.84	13000	N	91%	1%	1%	1%	6%	0%	N	0.087	N	0.520	14000	N
15 49	Mecklenburg County	1.60	4800	G	90%	1%	2%	1%	7%	0%	F	0.088	F	0.56	5000	G
15	Mecklenburg County	6.83	1600	G	90%	1%	2%	1%	7%	0%	C	0.094	F	0.574	1700	G
47 W Atlantic Street	Town of South Hill	0.63	7800	G	92%	0%	1%	1%	5%	0%	F	0.084	F	0.584	8200	G
47 W Atlantic Street	Town of South Hill	0.23	6200	G	92%	0%	1%	1%	5%	0%	C	0.095	F	0.653	6500	G
47 W Atlantic Street	Town of South Hill	0.39	6800	G	92%	0%	1%	1%	5%	0%	F	0.090	F	0.658	7100	G
47	Mecklenburg County	7.70	4000	G	87%	1%	2%	1%	10%	0%	F	0.084	F	0.651	4100	G
47	Mecklenburg County	5.28	3300	G	87%	1%	2%	1%	10%	0%	F	0.086	F	0.609	3400	G
47	Mecklenburg County	1.46	3400	G	87%	1%	2%	1%	10%	0%	C	0.088	F	0.605	3500	G
47	Mecklenburg County	5.20	4900	N	91%	1%	1%	1%	7%	0%	N	0.094	N	0.533	5100	N
47 E Second Street	Town of Chase City (Maint: 58)	0.48	4900	G	91%	1%	1%	1%	7%	0%	C	0.094	F	0.533	5100	G
47 E Second Street	Town of Chase City (Maint: 58)	0.21	7600	F	95%	1%	1%	1%	3%	0%	C	0.098	F	0.520	7800	F
47 E Second Street	Town of Chase City (Maint: 58)	0.05	7600	N	95%	1%	1%	1%	3%	0%	N	0.098	N	0.520	7800	N
47 49 N Main Street	Town of Chase City (Maint: 58)	0.24	7800	F	94%	1%	1%	1%	3%	0%	C	0.093	F	0.511	8000	F
	To:						E FIFTH ST									

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Mecklenburg Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
(47) (49) N Main Street	Town of Chase City (Maint: 58)	1.02	7000	G	94%	1%	1%	1%	4%	0%	C	0.091	F	0.529	7200	G
(47)	From: SR 49, WCL Chase City	5.54	2200	G	84%	0%	2%	3%	12%	0%	F	0.086	F	0.549	2300	G
	To: Charlotte County Line															
(49)	From: Halifax County Line	8.64	1100	G	87%	1%	1%	1%	10%	0%	C	0.088	F	0.511	1100	G
	To: US 58 West Clarksville															
(49) (58)	From: US 58 East of Clarksville	1.00	8700	G	83%	1%	1%	1%	13%	1%	F	0.078	F	0.584	8700	G
	To: Bus US 58															
(49) Bus 58	From: US 58; 58-815															
(49) Bus 58 Virginia Ave	Mecklenburg County	0.75	7500	N	83%	1%	1%	1%	13%	1%	N	0.085	N	0.580	7500	N
	To: WCL Clarksville															
(49) Bus 58 Virginia Ave	Town of Clarksville (Maint: 58)	0.97	7500	G	83%	1%	1%	1%	13%	1%	F	0.085	F	0.580	7500	G
	To: US 15, US 58															
(49) Bus 15 58 Virginia Ave	From: US 15 W, College St	0.88	13000	G	91%	1%	1%	1%	6%	0%	C	0.087	F	0.520	14000	G
	To: NCL Clarksville															
(49) Bus 15 58	Mecklenburg County	0.84	13000	N	91%	1%	1%	1%	6%	0%	N	0.087	N	0.520	14000	N
	To: US 58 EAST OF CLARKSVILLE															
(49) 15	Mecklenburg County	1.60	4800	G	90%	1%	2%	1%	7%	0%	F	0.088	F	0.56	5000	G
	To: US 15 NEAR DORTCH STORE															
(49)	Mecklenburg County	2.06	2800	G	95%	1%	1%	0%	3%	0%	F	0.107	F	0.568	2900	G
	To: 58-609															
(49)	Mecklenburg County	5.90	2500	G	95%	1%	1%	0%	3%	0%	F	NA			2500	G
	To: 58-696															
(49)	Mecklenburg County	3.92	2400	G	95%	1%	1%	0%	3%	0%	F	NA			2400	G
	To: WCL Chase City															
(49) W Second Street	Town of Chase City (Maint: 58)	0.23	1800	F	95%	1%	1%	0%	3%	0%	C	0.095	F	0.637	1900	F
	To: SR 92															
(49) (92) W Second Street	Town of Chase City (Maint: 58)	0.56	6000	G	94%	1%	1%	1%	3%	0%	C	0.098	F	0.544	6200	G
	To: Endly St															
(49) (92) E Second St	Town of Chase City (Maint: 58)	0.19	7000	G	94%	1%	1%	1%	4%	0%	C	0.095	F	0.536	7300	G
	To: N Main St															
(49) (47) N Main Street	From: E Second St															
	To: E Fifth St															
(49) (47) N Main Street	Town of Chase City (Maint: 58)	0.24	7800	F	94%	1%	1%	1%	3%	0%	C	0.093	F	0.511	8000	F
	To: SR 47															

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Mecklenburg Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
49	From: Mecklenburg County	3.95	1500	G	92%	1%	2%	1%	4%	0%	F	0.089	F	0.524	1500	G
	To: Lunenburg County Line															
58	From: Mecklenburg County	2.96	5400	G	83%	1%	1%	1%	13%	1%	F	0.076	F	0.540	5400	G
	To: Halifax County Line															
58	From: Mecklenburg County	2.99	6100	G	83%	1%	1%	1%	13%	1%	F	0.074	F	0.534	6100	G
	To: 58-735															
58 49	From: Mecklenburg County	1.00	8700	G	83%	1%	1%	1%	13%	1%	F	0.078	F	0.584	8700	G
	To: SR 49 West of Clarksville															
58	From: Mecklenburg County	4.14	8700	N	83%	1%	1%	1%	13%	1%	N	0.078	N	0.584	8700	N
	To: Bus US 58															
58	From: Mecklenburg County	8.40	4300	A	85%	1%	1%	1%	12%	0%	C	0.104	A	0.676	4500	A
	To: US 15, Bus US 58, SR 49															
58	From: Mecklenburg County	0.60	4300	N	85%	1%	1%	1%	12%	0%	N	0.104	N	0.676	4500	N
	To: WCL Boydton															
58	From: Town of Boydton (Maint: 58)	0.20	4300	N	85%	1%	1%	1%	12%	0%	N	0.104	N	0.676	4500	N
	To: NCL Boydton															
58	From: Mecklenburg County	0.92	4900	G	85%	1%	1%	1%	12%	0%	F	0.087	F	0.632	5000	G
	To: SR 92															
58	From: Mecklenburg County	4.87	5500	G	85%	1%	1%	1%	12%	0%	F	0.079	F	0.582	5700	G
	To: SR 386 Mecklenburg Correctional Center Access Rd															
58	From: Mecklenburg County	4.23	6000	G	85%	1%	1%	1%	12%	0%	F	0.082	F	0.529	6100	G
	To: SR 4 Bugs Island Rd															
58 1	From: Mecklenburg County	3.43	12000	G	95%	1%	1%	1%	2%	0%	F	0.08	F	0.549	14000	G
	To: US 1 Big Fork															
58	From: Mecklenburg County	2.59	5300	G	88%	0%	0%	1%	10%	0%	F	0.089	F	0.56	5200	G
	To: US 1 Near SWCL South Hill															
58	From: Mecklenburg County	0.69	5300	N	88%	0%	0%	1%	10%	0%	N	0.089	N	0.56	5200	N
	To: SCL South Hill; Maple Lane															
58 E Atlantic Street	From: Town of South Hill (Maint: 58)	0.24	18000	G	88%	0%	0%	1%	10%	0%	F	0.081	F	0.518	18000	G
	To: BUS US 58; Country Lane															
58	From: Mecklenburg County	1.27	15000	G	88%	0%	0%	1%	10%	0%	F	0.083	F	0.507	15000	G
	To: ECL South Hill; I-85															
58	From: Mecklenburg County	0.52	15000	N	88%	0%	0%	1%	10%	0%	N	0.083	N	0.507	15000	N
	To: WCL LaCrosse															
58	From: Town of LaCrosse (Maint: 58)	0.61	15000	N	88%	0%	0%	1%	10%	0%	N	0.083	N	0.507	15000	N
	To: ECL LaCrosse															
58	From: Mecklenburg County	0.61	15000	N	88%	0%	0%	1%	10%	0%	N	0.083	N	0.507	15000	N
	To: 58-644															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
58	From: Mecklenburg County	1.98	58-644	G	88%	0%	0%	1%	10%	0%	F	0.072	F	0.506	11000	G
58	To: Town of Brodnax (Maint: 58)	0.46	WCL Brodnax	N	88%	0%	0%	1%	10%	0%	N	0.072	N	0.506	11000	N
58	To: Brunswick County Line															
Bus 58	From: US 58 West of Boydton	0.48	1600	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.708	1700	G
Bus 58	To: SR 92															
Bus 58	From: Town of Boydton (Maint: 58)	0.55	1500	G	97%	0%	1%	1%	1%	0%	C	0.117	F	0.687	1600	G
Bus 58	To: NCL Boydton															
Bus 58	From: Mecklenburg County	0.05	1500	N	97%	0%	1%	1%	1%	0%	N	0.117	N	0.687	1600	N
Bus 58	To: US 58 East of Boydton															
Bus 58 1	From: Danville St	0.16	7000	N	95%	1%	1%	1%	2%	0%	N	0.09	N	0.606	7700	N
Bus 58 1	To: SCL South Hill															
Bus 58 1	From: Town of South Hill	1.89	7000	G	95%	1%	1%	1%	2%	0%	C	0.09	F	0.606	7700	G
Bus 58 1	To: Locust St															
Bus 58 1	From: Town of South Hill	0.28	10000	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.544	12000	G
Bus 58 1	To: Plank Rd															
Bus 58 1	From: Town of South Hill	0.09	11000	G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.525	12000	G
Bus 58 1	To: Goodes Ferry Blvd															
Bus 58 1	From: Town of South Hill	0.23	11000	G	95%	1%	1%	1%	2%	0%	F	0.090	F	0.532	12000	G
Bus 58 1	To: Mecklenburg Ave															
Bus 58 1	From: Danville St															
Bus 58 1	From: Town of South Hill	0.16	11000	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.507	12000	G
Bus 58 1	To: US 1; SR 47 Atlantic St															
Bus 58 Atlantic St	From: US 1; SR 47															
Bus 58 Atlantic St	From: Town of South Hill	0.48	14000	G	95%	0%	1%	1%	3%	0%	C	0.093	F	0.541	16000	G
Bus 58 Atlantic St	To: Windsor St															
Bus 58 Atlantic St	From: Town of South Hill	0.66	17000	G	96%	1%	1%	1%	3%	0%	C	0.091	F	0.513	19000	G
Bus 58 Atlantic St	To: US 58															
Bus 58 49	From: US 58; 58-815															
Bus 58 49	From: Mecklenburg County	0.75	7500	N	83%	1%	1%	1%	13%	1%	N	0.085	N	0.580	7500	N
Bus 58 49	To: WCL Clarksville															
Bus 58 49	From: Town of Clarksville (Maint: 58)	0.97	7500	G	83%	1%	1%	1%	13%	1%	F	0.085	F	0.580	7500	G
Bus 58 49	To: US 15 W, College St															

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2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 58 15 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	13000	G	91%	1%	1%	1%	6%	0%	C	0.087	F	0.520	14000	G
	From: US 15 W, College St	To: NCL Clarksville														
Bus 58 15 49	Mecklenburg County	0.84	13000	N	91%	1%	1%	1%	6%	0%	N	0.087	N	0.520	14000	N
	From: US 58 East of Clarksville	To:														
North 85	Mecklenburg County	4.23	12000	F	72%	1%	1%	1%	23%	2%	C	0.087	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000				F	75%	1%	1%	22%	2%	C	0.085	F	0.518	22000	F
North 85	From: 58-903	To:														
North 85	Mecklenburg County	8.14	12000	G	72%	1%	1%	1%	23%	2%	F	0.063	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000				G	75%	1%	1%	22%	2%	F	0.067	F	0.534	22000	G
North 85	From: SCL South Hill	To:														
North 85	Town of South Hill (Maint: 58)	0.25	12000	G	72%	1%	1%	1%	23%	2%	F	0.063	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000				G	75%	1%	1%	22%	2%	F	NA			22000	G
North 85	From: US 58	To:														
North 85	Town of South Hill (Maint: 58)	2.53	11000	G	72%	1%	1%	1%	23%	2%	F	0.069	F		9700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000				G	75%	1%	1%	22%	2%	F	0.07	F	0.529	19000	G
North 85	From: US 1	To:														
North 85	Town of South Hill (Maint: 58)	0.53	11000	G	72%	1%	1%	1%	23%	2%	F	0.064	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000				G	74%	1%	1%	22%	2%	F	NA			20000	G
North 85	From: NCL South Hill	To:														
North 85	Mecklenburg County	3.84	11000	G	72%	1%	1%	1%	23%	2%	F	0.064	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000				G	74%	1%	1%	22%	2%	F	NA			20000	G
South 85	From: Brunswick County Line	To:														
South 85	Mecklenburg County	4.59	13000	A	77%	1%	1%	0%	20%	1%	C	0.124	A		11000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000				A	75%	1%	1%	22%	2%	C	NA			22000	F
South 85	From: 58-903	To:														
South 85	Mecklenburg County	7.78	12000	G	77%	1%	1%	0%	20%	1%	F	0.072	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000				G	75%	1%	1%	22%	2%	F	0.067	F	0.534	22000	G
South 85	From: SCL South Hill	To:														
South 85	Town of South Hill (Maint: 58)	0.40	12000	G	77%	1%	1%	0%	20%	1%	F	0.072	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000				G	75%	1%	1%	22%	2%	F	NA			22000	G
South 85	From: US 58	To:														

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							2Axle	3+Axle	1Trail	2Trail						
South 85	From:	US 58										F	0.074	F	9600	G
	Town of South Hill (Maint: 58)	2.72	11000	G	77%	1%	1%	0%	20%	1%		F	0.07	F	0.529	19000 G
South 85	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	75%	1%	1%	1%	22%	2%			F	NA			
	To:	US 1													9500	G
South 85	From:	NCL South Hill										F	0.076	F	NA	20000 G
	Town of South Hill (Maint: 58)	0.29	11000	G	77%	1%	1%	0%	20%	1%		F	0.076	F	9500	G
South 85	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	74%	1%	1%	1%	22%	2%			F	NA			
	To:	Brunswick County Line														
92	From:	US 58 Bus										C	0.1	F	0.615	1300 G
	Town of Boydton (Maint: 58)	0.32	1300	G	98%	1%	1%	0%	1%	0%						
92	From:	NCL Boydton										N	0.1	N	0.615	1300 N
	Mecklenburg County	9.25	1300	N	98%	1%	1%	0%	1%	0%						
92 S Main Street	From:	SCL Chase City										C	0.098	F	0.585	4000 G
	Town of Chase City (Maint: 58)	0.44	3900	G	93%	1%	1%	1%	4%	0%						
92 S Main Street	From:	"B" ST										C	0.101	F	0.537	3600 F
	Town of Chase City (Maint: 58)	0.23	3500	F	94%	1%	1%	1%	3%	0%						
92 N Main Street	From:	Sycamore St										C	0.101	F	0.518	4000 F
	Town of Chase City (Maint: 58)	0.21	3900	F	95%	1%	1%	1%	2%	0%						
92 E Second St	To:	E Second St														
	From:	S RT 49														
92 49 E Second St	Town of Chase City (Maint: 58)	0.19	7000	G	94%	1%	1%	1%	4%	0%		C	0.095	F	0.536	7300 G
	To:	Endly St														
92 49 W Second Street	From:	Town of Chase City (Maint: 58)										C	0.098	F	0.544	6200 G
	To:	N SR 49														
92	From:	Town of Chase City (Maint: 58)										C	0.104	F	0.528	4000 G
	To:	WCL Chase City														
92	From:	Mecklenburg County										N	0.104	N	0.528	4000 N
	To:	58-609; 58-684														
92	From:	Mecklenburg County										N	0.104	N	0.528	4000 N
	To:	58-600														
92	From:	Mecklenburg County										N	0.104	N	0.528	4000 N
	To:	Charlotte County Line														
138	From:	US 1														
	Town of South Hill	0.38	3200	G	90%	1%	1%	2%	5%	0%		F	0.089	F	0.549	3300 G
138	From:	NCL South Hill														
	Town of South Hill	2.89	2800	G	90%	1%	1%	2%	5%	0%		C	0.092	F	0.575	2900 G
138	To:	Lunenburg County Line														

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						2Axle	3+Axle	1Trail	2Trail								
Mecklenburg County																	
(1) 780	0.17	1700	R			From: US 58 Near SWCL South Hill					NA		NA		08/02/2004		
						To: Bus US 58											
(F11)	0.39	NA				From: 58-712					NA		NA				
						To: Dead End											
(F112)	0.37	NA				From: Dead End					NA		NA				
						To: 58-903											
(F113)	0.91	NA				From: Dead End					NA		NA				
						To: 58-629											
(F114)	0.24	NA				From: Dead End					NA		NA				
						To: 58-630											
(F115)	0.27	NA				From: Dead End					NA		NA				
						To: 58-642											
(F116)	0.03	NA				From: 58-761					NA		NA				
						To: Dead End											
(F291)	0.23	NA				From: Dead End					NA		NA				
						To: 58-643											
(F654)	0.06	NA				From: US 1					NA		NA				
						To: Dead End											
(F857)	0.07	NA				From: Dead End					NA		NA				
						To: Dead End											
(F858)	0.11	NA				From: US 58 C2US 58 REESE LANE					NA		NA				
						To: Dead End											
(600)	0.84	70	R			From: Charlotte County Line					NA		NA		07/06/2004		
						To: SR 92 WEST											
(600)	0.91	80	R			From: SR 92 MID					NA		NA		07/06/2004		
						To: SR 92 EAST											
(600)	0.17	340	R			From: 58-609					NA		NA		07/06/2004		
						To: SR 92 EAST											
(600)	2.54	440	R			From: SR 92 EAST					NA		NA		07/06/2004		
						To: WCL Chase City											
(600)	0.72	350	G	97%	2%	From: ECL Chase City	1%	1%	0%	0%	C	0.107	F	0.515	360	G	2005
						To: 58-671 NORTH											
(600)	2.23	350	G	97%	2%	From: ECL Chase City	1%	1%	0%	0%	C	0.107	F	0.515	360	G	2005
						To: 58-671 SOUTH											
(600)	3.65	60	R			From: 58-680					NA		NA		07/06/2004		
						To: SR 47											
(601)	0.78	110	R			From: Halifax County Line					NA		NA		07/06/2004		
						To: 58-789											
	0.80	130	R								NA		NA		07/22/2004		

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(601)	1.76	260	R			From: 58-789					NA			NA		07/22/2004
						To: 58-732										
(602)	0.90	230	G	93%	3%	0%	1%	3%	0%	F	0.145	F	0.517	240	G	2005
						From: 58-789										
(602)	2.00	200	G	93%	3%	0%	1%	3%	0%	C	0.122	F	0.64	210	G	2005
						To: 58-735										
(602)	0.66	50	R			From: Dead End						NA		NA		07/22/2004
						To: Dead End										
(603)	0.30	70	R			From: Charlotte County Line						NA		NA		07/22/2004
						To: 58-607										
(603)	2.00	110	R			From: SR 47						NA		NA		07/22/2004
						To: North Carolina State Line										
(604)	1.00	60	R			From: 58-738						NA		NA		07/22/2004
						To: 58-738										
(604)	1.60	30	R			From: SR 49						NA		NA		07/22/2004
						To: 58-737										
(604)	1.90	180	R			From: Halifax County Line						NA		NA		07/22/2004
						To: 58-737										
(604)	0.70	10	R			From: 58-609						NA		NA		07/22/2004
						To: Halifax County Line										
(605)	0.90	70	R			From: 58-695						NA		NA		07/19/2004
						To: Charlotte County Line										
(605)	0.20	70	R			From: North Carolina State Line						NA		NA		07/19/2004
						To: North Carolina State Line										
(606)	1.20	160	R			From: SR 49						NA		NA		07/19/2004
						To: SR 49										
(607)	0.70	80	R			From: Charlotte County Line						NA		NA		07/06/2004
						To: 58-603										
(608)	0.80	60	R			From: Dead End						NA		NA		06/14/2004
						To: Dead End										
(608)	2.10	49	R			From: US 58						NA		NA		06/14/2004
						To: 58-660										
(609)	2.32	400	G	96%	1%	1%	1%	1%	0%	F	NA			400	G	2005
						From: SR 49										
(609)	1.68	270	G	96%	1%	1%	1%	1%	0%	F	0.135	F	0.622	280	G	2005
						To: 58-763 SOUTH										
(609)	2.20	160	G	96%	1%	1%	1%	1%	0%	F	0.129	F	0.512	170	G	2005
						To: 58-640 NORTH										
(609)	2.30	300	G	96%	1%	1%	1%	1%	0%	F	0.126	F	0.618	310	G	2005
						To: 58-610 NORTH										
(609)	1.70	470	G	96%	1%	1%	1%	1%	0%	C	0.104	F	0.76	490	G	2005
						To: 58-695										
(609)	0.80	720	G	96%	1%	1%	1%	1%	0%	F	0.099	F	0.703	740	G	2005
						To: 58-687										
(609)						From: SR 92; 58-684										

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(609)	1.90	320	R			From: SR 92; 58-684					NA		NA		08/14/2001	
						To: Charlotte County Line										
(610)	1.00	200	R			From: Charlotte County Line					NA		NA		06/14/2004	
						To: 58-609 SOUTH										
(610)	1.90	100	R			From: 58-609 NORTH					NA		NA		06/14/2004	
						To: 58-696										
(611)	1.50	300	R			From: 58-626					NA		NA		06/14/2004	
						To: Brunswick County Line										
(612)	1.32	790	R			From: Brunswick County Line					NA		NA		06/14/2004	
						To: 1.32 MI NW of CL										
(612)	0.05	820	R			From: 58-903					NA		NA		06/14/2004	
						To: Dead End										
(613)	0.35	10	R			From: SR 49					NA		NA		07/22/2004	
						To: Dead End										
(614)	0.80	70	R			From: Dead End					NA		NA		06/08/2004	
						To: 58-903										
(615)	1.82	270	R			From: 58-707					NA		NA		10/15/2001	
						To: 58-678										
(615)	1.62	180	R			From: 58-678					NA		NA		10/15/2001	
						To: SR 4										
(615)	2.93	130	G	95%	2%	2%	0%	1%	0%	F	0.102	F	0.741	130	G	2005
						To: 58-669										
(615)	3.46	200	G	95%	2%	2%	0%	1%	0%	C	0.108	F	0.7	210	G	2005
						To: US 1										
(615)	1.60	570	G	95%	2%	2%	0%	1%	0%	F	0.1	F	0.505	590	G	2005
						To: 58-903										
(616)	0.25	280	R			From: SR 4					NA		NA		06/16/2004	
						To: 58-710										
(616)	2.10	110	R			From: 58-710					NA		NA		06/16/2004	
						To: 58-711										
(617)	0.90	310	R			From: Dead End					NA		NA		06/08/2004	
						To: 58-903										
(617)	2.30	500	R			From: 58-903					NA		NA		06/08/2004	
						To: 58-618										
(618)	1.37	130	G	96%	1%	1%	0%	1%	0%	F	0.126	F	0.529	140	G	2005
						To: 58-903										
(618)	1.64	260	G	96%	1%	1%	0%	1%	0%	F	0.137	F	0.595	270	G	2005
						To: 58-619										
(618)	2.63	740	G	96%	1%	1%	0%	1%	0%	F	0.107	F	0.546	770	G	2005
						To: 58-617										
(618)	2.34	1000	G	96%	1%	1%	0%	1%	0%	F	0.105	F	0.575	1100	G	2005
						To: 58-769										
(618)	0.58	3400	G	96%	1%	1%	0%	1%	0%	C	0.097	F	0.654	3500	G	2005
						To: 58-624 SOUTH										
(618)						From: SCL LaCrosse										

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						2Axle	3+Axle	1Trail	2Trail							
Town of LaCrosse																
(618)	0.23	3400	G	96%	1%	1%	0%	1%	0%	F	0.096	F	0.642	3600	G	2005
						From: SCL LaCrosse										
(618)	0.17	4700	G	96%	1%	1%	0%	1%	0%	F	0.092	F	0.517	4800	G	2005
						From: 58-1507										
(618)	0.35	1700	G	96%	1%	1%	0%	1%	0%	F	0.11	F	0.543	1800	G	2005
						From: 58-621										
						To: WCL LaCrosse										
Mecklenburg County																
(618)	0.84	1800	G	96%	1%	1%	0%	1%	0%	F	0.101	F	0.550	1900	G	2005
						From: WCL LaCrosse										
						To: US 58										
(619)	1.22	780	G	97%	1%	0%	1%	1%	0%	C	0.09	F	0.556	810	G	2005
						From: 58-751; 58-903										
(619)	0.48	320	R			From: 58-618 WEST								NA	NA	07/10/2001
						To: NA										
(619)	0.14	360	R			From: 58-847								NA	NA	07/10/2001
						To: NA										
(619)	2.46	290	R			From: 58-788								NA	NA	07/10/2001
						To: 58-620										
(620)	0.10	330	R			From: 58-626								NA	NA	07/10/2001
						To: NA										
(620)	4.00	190	R			From: 58-619								NA	NA	07/23/2001
						To: NA										
(620)	2.68	260	R			From: 58-647								NA	NA	07/23/2001
						To: 58-624										
Town of LaCrosse																
(621)	0.34	3600	G	97%	2%	0%	0%	1%	0%	F	0.095	F	0.531	3800	G	2005
						From: 58-618										
(621)	0.18	1200	G	97%	2%	0%	0%	1%	0%	F	0.114	F	0.559	1200	G	2005
						From: US 58										
						To: NCL LaCrosse										
Mecklenburg County																
(621)	3.03	570	G	97%	2%	0%	0%	1%	0%	F	0.107	F	0.623	590	G	2005
						From: NCL LaCrosse										
(621)	1.80	290	G	97%	2%	0%	0%	1%	0%	C	0.125	F	0.541	300	G	2005
						From: 58-778										
(621)	1.79	160	R			From: US 1 WEST										
						To: US 1 EAST										
(622)	1.60	45	R			From: Lunenburg County Line								NA	NA	08/02/2004
						To: NA										
(622)	2.60	20	R			From: 58-660								NA	NA	06/03/2004
						To: NA										
(622)	0.31	220	R			From: 58-670								NA	NA	06/03/2004
						To: SR 47; 58-662										
(623)	2.68	100	R			From: 58-621								NA	NA	06/01/2004
						To: 0.31 ME 58-621										
(623)	1.05	1500	R			From: Brunswick County Line								NA	NA	07/10/2001
						To: Brunswick County Line										
(624)						From: 58-626 SOUTH								NA	NA	07/10/2001
						To: NA										

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(624)	2.71	2000	G	95%	2%	1%	0%	1%	0%	C	0.127	F	0.533	2000	G	2005
(624)	0.71	1100	R										NA		NA	07/19/2001
Town of LaCrosse																
(624)	0.14	1100	R										NA		NA	07/19/2001
(624)	0.22	160	R										NA		NA	07/19/2001
Mecklenburg County																
(625)	1.20	280	R										NA		NA	06/07/2004
(625)	4.29	130	R										NA		NA	06/07/2004
(626)	3.00	960	G	92%	2%	1%	2%	3%	0%	F	0.102	F	0.602	1000	G	2005
(626)	4.04	1200	G	92%	2%	1%	2%	3%	0%	F	0.094	F	0.686	1200	G	2005
(626)	2.40	910	G	92%	2%	1%	2%	3%	0%	C	0.094	F	0.643	940	G	2005
(627)	1.64	250	R										NA		NA	07/23/2001
(628)	0.20	420	R										NA		NA	06/01/2004
(628)	1.50	200	R										NA		NA	06/01/2004
(629)	1.00	160	R										NA		NA	07/23/2001
(629)	1.10	110	R										NA		NA	07/23/2001
(630)	2.30	590	R										NA		NA	11/01/2001
(630)	4.60	110	R										NA		NA	07/23/2001
(630)	3.50	570	R										NA		NA	11/19/2001
(631)	1.90	360	R										NA		NA	06/01/2004
(631)	1.26	260	R										NA		NA	06/01/2004
(631)	0.55	40	R										NA		NA	06/01/2004
(632)	0.70	110	R										NA		NA	07/06/2004

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(632)	1.10	280	R			From:	58-682 NORTH							NA	07/06/2004	
						To:	Lunenburg County Line									
(633)	1.50	220	R			From:	Dead End							NA	06/16/2004	
						To:	SR 47									
(633)	3.20	170	R			From:								NA	06/16/2004	
						To:	58-681									
(633)	0.60	40	R			From:								NA	06/16/2004	
						To:	Lunenburg County Line									
(634)	1.30	310	R			From:								NA	08/06/2001	
						To:	SR 47									
(634)	1.70	140	R			From:								NA	08/06/2001	
						To:	58-745									
(634)	0.49	160	R			From:								NA	08/06/2001	
						To:	58-681									
(634)						From:										
(635)	1.65	320	R			From:	SR 47							NA	07/30/2001	
						To:										
(635)	0.97	160	R			From:								NA	07/30/2001	
						To:	58-659									
(635)	0.10	360	R			From:								NA	07/30/2001	
						To:	58-764									
(635)						From:										
(636)	2.02	360	R			From:								NA	07/16/2001	
						To:	58-654									
(636)						From:										
(637)	1.65	770	G	93%	0%	0%	6%	1%	0%	C	0.101	F	0.772	800	G	2005
						To:										
(637)	0.72	690	R			From:								NA	06/14/2004	
						To:	58-812									
(637)	1.18	420	R			From:								NA	07/16/2001	
						To:	58-653									
(638)	0.66	60	R			From:	Dead End							NA	06/01/2004	
						To:	US 1 WEST									
(638)	0.90	570	R			From:								NA	06/01/2004	
						To:	US 1 EAST									
(638)	0.90	360	R			From:								NA	06/01/2004	
						To:	58-621									
(638)	0.40	20	R			From:								NA	06/01/2004	
						To:	58-639 WEST									
(638)						From:										
(639)	1.90	100	R			From:								NA	10/17/2001	
						To:	58-621									
(639)	1.20	300	R			From:								NA	10/17/2001	
						To:	58-638 WEST									
(639)						From:										
(640)	0.70	120	R			From:								NA	08/14/2001	
						To:	Charlotte County Line									
(640)	2.40	110	R			From:								NA	08/14/2001	
						To:	58-699 WEST									
(640)						From:										
						To:	58-609 SOUTH									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(640)	2.00	290	R								NA		NA		08/14/2001	
(640)	1.40	250	R								NA		NA		08/14/2001	
(641)	1.70	210	R								NA		NA		11/01/2001	
(642)	2.83	830	R								NA		NA		11/01/2001	
(643)	1.07	250	R								NA		NA		11/01/2001	
(643)	1.20	1000	R								NA		NA		11/19/2001	
(644)	0.15	140	R								NA		NA		06/01/2004	
(644)	1.25	40	R								NA		NA		06/01/2004	
(645)	1.91	350	R								NA		NA		10/17/2001	
(646)	0.05	10	R								NA		NA		07/23/2001	
(647)	1.80	150	R								NA		NA		07/10/2001	
(648)	0.64	90	R								NA		NA		07/19/2004	
(649)	2.00	340	R								NA		NA		06/01/2004	
(649)	0.90	110	R								NA		NA		06/01/2004	
(649)	0.10	190	R								NA		NA		06/01/2004	
(650)	0.20	160	R								NA		NA		10/17/2001	
(650)	1.54	1100	R								NA		NA		11/01/2001	
(651) Plank Rd	3.12	480	F	99%	0%	1%	0%	0%	0%	C	0.099	F	0.681	480	F	2005
(652)	2.79	130	R												NA	10/17/2001
(652)	2.00	480	R												NA	07/16/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(653)	1.00	80	R			From:	Dead End				NA		NA		06/14/2004	
						To:	58-637									
(654)	1.00	560	R			From:	SR 47				NA		NA		07/16/2001	
						To:	58-636									
(654)	0.50	220	R			From:	58-636				NA		NA		07/16/2001	
						To:	58-868									
(654)	1.59	150	R			From:	58-868				NA		NA		07/16/2001	
						To:	Dead End									
(655)	1.20	460	R			From:	58-664				NA		NA		07/16/2001	
						To:	58-656									
(655)	0.65	350	R			From:	58-656				NA		NA		07/16/2001	
						To:	58-854									
(655)	1.45	430	R			From:	58-854				NA		NA		07/16/2001	
						To:	58-657									
(655)	0.79	880	R			From:	58-657				NA		NA		07/16/2001	
						To:	SR 47 EAST									
(655)	3.30	100	R			From:	SR 47 WEST				NA		NA		07/30/2001	
						To:	58-764									
(656)	0.70	20	R			From:	Dead End				NA		NA		06/14/2004	
						To:	58-655									
(657)	3.30	240	R			From:	58-664				NA		NA		07/16/2001	
						To:	58-655									
(658)	1.85	50	R			From:	58-670				NA		NA		06/03/2004	
						To:	58-830									
(658)	0.85	150	R			From:	58-830				NA		NA		06/03/2004	
						To:	SR 47 WEST									
(658)	0.45	50	R			From:	SR 47 EAST				NA		NA		06/03/2004	
						To:	58-834									
(658)	1.55	40	R			From:	58-834				NA		NA		06/03/2004	
						To:	58-660									
(659)	0.90	50	R			From:	58-635				NA		NA		06/03/2004	
						To:	58-764									
(660)	3.10	330	G	96%	2%	0%	1%	1%	0%	C	0.109	F	0.686	350	G	2005
						From:	SR 92									
(660)	1.50	340	G	96%	2%	0%	1%	1%	0%	F	0.104	F	0.706	360	G	2005
						To:	58-677 NORTH									
(660)	3.71	440	G	96%	2%	0%	1%	1%	0%	F	0.109	F	0.685	450	G	2005
						To:	58-671 SOUTH									
(660)	1.70	280	R			From:	58-671 SOUTH									
						To:	SR 47 WEST									
(660)	4.60	120	R			From:	SR 47 WEST				NA		NA		07/30/2001	
						To:	58-661									
(660)	1.20	140	R			From:	58-661				NA		NA		07/30/2001	
						To:	58-760									
(660)						From:	58-658				NA		NA		07/30/2001	
						To:	58-658									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(660)	0.10	180	R			From: 58-658								NA	07/30/2001	
						To: SR 47 EAST										
(661)	2.30	80	R			From: 58-660								NA	07/30/2001	
						To: 58-662										
(662)	2.26	220	R			From: SR 47 WEST								NA	08/06/2001	
						To: 58-745								NA	08/06/2001	
(662)	0.30	90	R			From: 58-661								NA	07/30/2001	
						To: SR 47 EAST								NA		
(663)	0.80	90	R			From: US 1								NA	06/14/2004	
						To: 58-709								NA	06/14/2004	
(663)	2.40	140	R			From: US 58								NA	06/14/2004	
						To: 58-673								NA	06/14/2004	
(663)	0.70	30	R			From: 58-664								NA	2005	
						To: US 1								NA		
(664)	3.06	720	G	82%	5%	3%	8%	2%	0%	C	0.112	F	0.639	330	G	2005
						To: 58-664										
(664)	1.97	570	G	89%	1%	1%	8%	1%	0%	C	0.108	F	0.578	750	G	2005
						To: 58-663										
(664)	2.81	370	G	89%	1%	1%	8%	1%	0%	F	0.104	F	0.555	590	G	2005
						To: 58-655										
(664)	1.10	40	R			From: 58-664								NA	06/14/2004	
						To: Dead End										
(666)	0.10	100	R			From: 58-668								NA	06/03/2004	
						To: 0.10 MN 58-668										
(666)	2.60	80	R			From: 58-667								NA	06/03/2004	
						To: 58-664										
(667)	1.00	40	R			From: 58-669								NA	06/03/2004	
						To: 58-666										
(668)	1.60	60	R			From: 58-669								NA	06/16/2004	
						To: 58-666										
(668)	1.40	270	R			From: 58-666								NA	06/16/2004	
						To: 58-664										
(669)	2.50	370	G	90%	2%	2%	3%	4%	0%	F	0.134	F	0.567	380	G	2005
						To: US 58										
(669)	0.42	670	G	90%	2%	2%	3%	4%	0%	C	0.114	F	0.562	700	G	2005
						To: 58-673										
(669)	1.69	340	G	90%	2%	2%	3%	4%	0%	F	0.125	F	0.587	350	G	2005
						To: 58-674										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(669)	1.35	440	G	90%	2%	2%	3%	4%	0%	F	0.137	F	0.54	450	G	2005
(669)	2.55	160	G	90%	2%	2%	3%	4%	0%	F	0.131	F	0.521	170	G	2005
(669)	1.72	340	G	90%	2%	2%	3%	4%	0%	F	0.112	F	0.5	360	G	2005
(669)																
(670)	1.70	30	R											NA		06/03/2004
(670)	1.90	60	R											NA		06/03/2004
(670)	0.50	210	R											NA		06/03/2004
(670)																
(671)	2.20	380	R											NA		06/29/2004
(671)																
(671)	0.36	370	R											NA		06/29/2004
(671)																
(671)	0.76	230	R											NA		06/29/2004
(671)																
(671)	0.97	130	R											NA		06/29/2004
(671)																
(671)	3.00	90	R											NA		06/29/2004
(671)																
(671)	3.99	170	G	94%	4%	1%	0%	1%	0%	C	0.131	F	0.81	170	G	2005
(671)																
(671)	1.37	200	G	94%	4%	1%	0%	1%	0%	F	0.094	F	0.579	210	G	2005
(671)																
(672)	2.85	40	R											NA		06/14/2004
(672)																
(672)	2.60	40	R											NA		06/14/2004
(672)																
(673)	0.20	520	G	72%	1%	2%	6%	19%	0%	C	0.117	F	0.556	550	G	2005
(673)																
(674)	1.50	380	G	97%	1%	1%	1%	0%	0%	C	0.116	F	0.614	400	G	2005
(674)																
(675)	1.10	280	R											NA		06/14/2004
(675)																
(675)	0.18	50	R											NA		06/14/2004
(675)																
(675)	2.52	120	R											NA		06/14/2004
(675)																
(675)	0.35	300	R											NA		06/14/2004
(675)																
(675)	0.15	370	R											NA		06/14/2004
(675)																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mecklenburg County															
(675)	2.30	190	R			From:	58-671 NORTH				NA		NA		06/14/2004
						To:	58-670								
(676)	0.40	20	R			From:	Dead End				NA		NA		06/14/2004
						To:	58-674				NA		NA		06/14/2004
(676)	0.50	30	R			From:	Dead End								
(677)	0.07	270	R			From:	US 58				NA		NA		06/23/2004
						To:	58-848				NA		NA		06/23/2004
(677)	0.39	260	R			From:	58-703				NA		NA		06/23/2004
						To:	58-762				NA		NA		06/23/2004
(677)	0.81	420	R			From:	58-841 NORTH				NA		NA		06/23/2004
						To:	58-688				NA		NA		06/23/2004
(677)	1.00	380	R			From:	58-691				NA		NA		06/23/2004
						To:	SR 92 SOUTH				NA		NA		06/23/2004
(677)	3.40	40	R			From:	SR 92 NORTH				NA		NA		06/23/2004
						To:	58-660 SOUTH				NA		NA		06/23/2004
(677)	3.00	110	R			From:	58-660 NORTH				NA		NA		06/23/2004
						To:	58-675				NA		NA		06/23/2004
(678)	2.50	140	R			From:	SR 4				NA		NA		10/15/2001
						To:	58-707 EAST				NA		NA		10/15/2001
(678)	1.61	220	R			From:	58-707 WEST				NA		NA		10/15/2001
						To:	58-615				NA		NA		10/15/2001
(678)	3.80	150	R			From:	US 58				NA		NA		10/15/2001
						To:	58-672				NA		NA		10/15/2001
(678)	0.90	830	R			From:	58-675				NA		NA		10/15/2001
						To:	SR 92				NA		NA		10/15/2001
(679)	0.02	130	R			From:	0.02 MN SR 92				NA		NA		06/23/2004
						To:	58-671				NA		NA		06/29/2004
(680)	1.60	170	R			From:	58-671				NA		NA		06/29/2004
						To:	1.60 ME 58-671				NA		NA		06/29/2004
(680)	1.30	100	R			From:	58-600				NA		NA		06/29/2004
						To:	58-633				NA		NA		06/16/2004
(681)	1.80	30	R			From:	58-634				NA		NA		06/16/2004
						To:									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(682)	1.00	530	R								NA			NA		07/06/2004
(682)	1.24	410	R								NA			NA		07/06/2004
(682)	0.06	350	R								NA			NA		07/06/2004
(682)	3.30	90	R								NA			NA		07/06/2004
(682)	0.17	80	R								NA			NA		07/06/2004
(683)	3.19	210	R								NA			NA		08/14/2001
(683)	1.50	270	R								NA			NA		08/14/2001
(683)	1.20	100	R								NA			NA		08/14/2001
(684)	3.80	600	R								NA			NA		08/14/2001
(685)	0.61	80	R								NA			NA		07/06/2004
(686)	2.90	40	R								NA			NA		06/29/2004
(687)	1.99	110	R								NA			NA		08/14/2001
Town of Boydton																
(688)	0.15	1200	G	93%	2%	1%	0%	4%	0%	F	0.101	F	0.658	1200	G	2005
(688)			To:													
Mecklenburg County																
(688)	2.74	790	G	93%	2%	1%	0%	4%	0%	F	0.121	F	0.58	820	G	2005
(688)	3.00	700	G	93%	2%	1%	0%	4%	0%	F	0.09	F	0.581	720	G	2005
(688)	0.97	1700	G	93%	2%	1%	0%	4%	0%	F	0.134	F	0.604	1800	G	2005
(688)	1.28	1300	G	93%	2%	1%	0%	4%	0%	F	0.101	F	0.714	1300	G	2005
(688)	0.76	1100	G	93%	2%	1%	0%	4%	0%	F	0.099	F	0.593	1200	G	2005
(688)	0.78	1000	G	93%	2%	1%	0%	4%	0%	F	0.108	F	0.618	1100	G	2005
(688)	1.25	1600	G	93%	2%	1%	0%	4%	0%	F	0.108	F	0.599	1600	G	2005
(688)	2.02	1800	G	93%	2%	1%	0%	4%	0%	C	0.108	F	0.572	1800	G	2005
(688)			To:													
(688)			From:													
(688)																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(689)	0.35	1500	G	92%	4%	1%	1%	3%	0%	C	0.112	F	0.586	1500	G	2005
(689)	2.30	490	R										NA		06/29/2004	
(689)	0.32	540	R										NA		06/29/2004	
(689)	1.05	570	R										NA		06/29/2004	
(689)																
(690)	0.70	47	R										NA		06/29/2004	
(690)	0.50	70	R										NA		06/29/2004	
(691)	2.80	230	R										NA		10/09/2001	
(691)																
(692)	0.80	100	R										NA		06/21/2004	
(692)																
(693)	1.90	120	R										NA		06/22/2004	
(693)																
(693)	0.70	40	R										NA		06/22/2004	
(693)																
(694)	0.65	10	R										NA		08/02/2004	
(694)																
(695)	2.50	220	R										NA		08/02/2004	
(695)																
(695)	2.70	310	R										NA		08/02/2004	
(695)																
(695)	2.40	130	R										NA		08/14/2001	
(695)																
(696)	1.50	210	R										NA		07/19/2004	
(696)																
(696)	1.20	90	R										NA		07/19/2004	
(696)																
(696)	0.90	150	R										NA		07/19/2004	
(696)																
(696)	2.70	230	R										NA		07/19/2004	
(696)																
(697)	0.89	90	R										NA		06/29/2004	
(697)																
(697)	0.11	160	R										NA		06/29/2004	
(697)																
(697)	3.10	260	R										NA		06/29/2004	
(697)																
(698)	2.20	260	R										NA		11/19/2001	
(698)																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(698)	3.20	770	R			From: SR 49 NORTH					NA		NA		11/19/2001	
						To: 58-701										
(699)	1.00	120	R			From: Dead End					NA		NA		07/19/2004	
						To: US 15					NA		NA		07/19/2004	
(699)	1.60	200	R			From: 58-640 EAST					NA		NA		07/19/2004	
						To: 58-640 WEST					NA		NA		07/19/2004	
(699)	2.30	100	R			From: 58-610					NA		NA		07/19/2004	
						To: US 15 WEST					NA		NA		07/19/2004	
(700)	0.47	30	R			From: US 15 EAST					NA		NA		07/19/2004	
						To: Dead End					NA		NA		07/19/2004	
(701)	0.46	70	R			From: SR 49 SOUTH					NA		NA		10/09/2001	
						To: SR 49 NORTH					NA		NA			
(701)	4.18	900	G			From: 58-689					NA	890	G		2005	
						To: 58-688					NA		NA		10/09/2001	
(702)	2.43	180	R			From: US 58					NA		NA		10/09/2001	
						To: 58-701					NA		NA			
(703)	0.80	100	R			From: Dead End					NA		NA		10/04/2001	
						To: 58-828					NA		NA			
(703)	2.78	250	R			From: US 58 EAST					NA		NA		10/04/2001	
						To: US 58 WEST					NA		NA			
(703)	0.50	380	R			From: 58-677					NA		NA		10/09/2001	
						To: Dead End					NA		NA			
(704)	0.60	120	R			From: 58-705					NA		NA		06/22/2004	
						To: 58-707					NA		NA		06/22/2004	
(705)	1.90	50	R			From: Dead End					NA		NA		06/21/2004	
						To: 58-823					NA		NA			
(705)	2.00	220	R			From: 58-704					NA		NA		06/21/2004	
						To: 58-756					NA		NA			
(706)	0.25	20	R			From: SR 49					NA		NA		07/28/2004	
						To: Dead End					NA		NA			
(707)	1.00	300	G	97%	1%	0%	0%	0%	0%	F	0.114	F	0.507	310	G	2005
						To: SR 4										
(707)	2.22	230	G	97%	1%	0%	0%	0%	0%	F	0.123	F	0.656	240	G	2005
						To: 58-678 EAST										
						To: 58-824										

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(707)	2.10	300	G	97%	1%	0%	0%	0%	0%	F	0.108	F	0.636	310	G	2005
(707)	3.00	720	G	97%	1%	0%	0%	0%	0%	F	0.112	F	0.561	750	G	2005
Town of Boydton																
(707)	0.31	1200	G	97%	1%	0%	0%	0%	0%	C	0.1	F	0.615	1200	G	2005
(707)	0.13	1100	G	97%	1%	0%	0%	0%	0%	F	0.090	F	0.565	1100	G	2005
Mecklenburg County																
(708)	1.60	180	R										NA		NA	06/14/2004
(709)	1.80	40	R										NA		NA	08/14/2004
(710)	3.90	120	R										NA		NA	06/16/2004
(710)																
(710)	1.00	47	R										NA		NA	06/16/2004
(711)	0.80	290	R										NA		NA	06/08/2004
(711)	0.60	370	R										NA		NA	06/08/2004
(711)	0.20	530	R										NA		NA	06/08/2004
(711)	1.60	580	R										NA		NA	06/08/2004
(711)	2.80	100	R										NA		NA	06/08/2004
(712)	0.20	370	R										NA		NA	10/15/2001
(712)	3.90	190	G	96%	2%	1%	1%	1%	0%	C	0.12	F	0.583	200	G	2005
(712)	3.36	340	G	96%	2%	1%	1%	1%	0%	F	0.105	F	0.521	350	G	2005
(713)	2.70	180	R										NA		NA	07/10/2001
(714)	0.40	130	G	94%	2%	3%	0%	1%	0%	C	0.157	F	0.5	140	G	2005
(715)	0.33	150	G	98%	1%	1%	1%	0%	0%	C	0.098	F	0.563	150	G	2005
(716)	1.65	70	R										NA		NA	10/15/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(717)	0.80	170	G	96%	1%	2%	0%	0%	0%	C	0.118	F	0.579	180	G	2005
			From:	North Carolina State Line						To:	58-826					
(718)	0.70	140	R											NA		10/15/2001
			From:	North Carolina State Line						To:	58-826					
(719)	1.43	580	G	96%	1%	1%	0%	2%	0%	C	0.1	F	0.554	600	G	2005
			From:	58-825						To:						
(720)	0.20	580	R											NA		08/14/2001
			From:	58-785						To:	SR 49					
(721)	0.80	80	R											NA		07/28/2004
			From:	Dead End						To:						
(721)	0.70	260	R											NA		07/28/2004
			From:	US 15						To:	58-822					
(722)	1.65	130	R											NA		10/29/2001
			From:	58-601						To:	US 58 WEST					
(722)	1.00	200	R											NA		10/29/2001
			From:	US 58 EAST						To:	58-869					
(722)	0.53	140	R											NA		10/29/2001
			From:	58-731						To:						
(722)	2.08	140	R											NA		10/29/2001
			From:	58-767						To:						
(722)	1.79	250	R											NA		10/29/2001
			From:	Dead End; Gap Terminus						To:						
(722)	1.40	250	R											NA		10/24/2001
			From:	58-730 WEST						To:						
(722)	0.03	660	R											NA		10/24/2001
			From:	58-730 EAST						To:						
(722)	1.25	450	R											NA		10/24/2001
			From:	58-779						To:						
(722)	0.55	940	R											NA		10/24/2001
			From:	US 58 WEST						To:	US 58 EAST					
(722)	1.63	1800	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.529	1900	G	2005
			From:	WCL Clarksville						To:	WCL Clarksville					
Town of Clarksville																
(722)	0.13	1800	N	95%	0%	1%	1%	3%	0%	N	0.087	N	0.529	1900	N	2005
			From:	WCL Clarksville						To:	ECL Clarksville					
Mecklenburg County																
(722)	0.07	1800	N	95%	0%	1%	1%	3%	0%	N	0.087	N	0.529	1900	N	2005
			From:	ECL Clarksville						To:	US 15 NORTH					
(722)	0.83	2300	G	95%	0%	1%	1%	3%	0%	C	0.093	F	0.515	2400	G	2005
			From:	US 15 SOUTH						To:	58-821 SOUTH					
(722)	0.16	1300	R											NA		10/29/2001
			From:	58-1135						To:	58-1136					
(722)	0.10	460	R											NA		10/29/2001

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(722)	0.14	390	R								NA			NA		10/29/2001
(722)	0.40	310	R								NA			NA		10/29/2001
(723)	0.60	410	R								NA			NA		09/24/2001
(723)	1.50	430	G	97%	2%	0%	0%	1%	0%	F	0.088	F	0.528	450	G	2005
(723)	3.30	760	G	97%	2%	0%	0%	1%	0%	C	0.101	F	0.627	790	G	2005
(723)	0.22	630	G	97%	2%	0%	0%	1%	0%	F	NA			620	G	2005
Town of Clarksville																
(723)	0.53	710	G	97%	2%	0%	0%	1%	0%	F	NA			700	G	2005
Mecklenburg County																
(724)	1.80	60	R								NA			NA		07/28/2004
(725)	0.90	170	R								NA			NA		09/24/2001
(726)	0.50	30	R								NA			NA		07/22/2004
(727)	0.69	60	R								NA			NA		07/28/2004
(727)	1.81	220	R								NA			NA		07/28/2004
(727)	2.35	450	R								NA			NA		07/28/2004
(728)	0.01	640	R								NA			NA		07/28/2004
(728)	1.90	170	R								NA			NA		10/22/2001
(728)	0.30	310	R								NA			NA		10/22/2001
(728)	0.47	340	R								NA			NA		10/22/2001
(728)	0.63	180	R								NA			NA		09/24/2001
(729)	1.40	70	R								NA			NA		07/28/2004
(730)	0.70	90	R								NA			NA		10/24/2001
(730)	1.22	360	R								NA			NA		10/24/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(730)	1.10	400	R			From:	58-722						NA	NA	10/24/2001	
						To:	Dead End									
(731)	1.40	210	R			From:	58-722						NA	NA	10/29/2001	
						To:	58-732									
(732)	0.40	120	R			From:	US 58 WEST						NA	NA	10/29/2001	
						To:	58-601									
(732)	0.90	280	R			From:	US 58 EAST						NA	NA	10/29/2001	
						To:	58-731									
(732)	0.03	470	R			From:	58-731						NA	NA	10/29/2001	
						To:	58-767									
(732)	1.27	230	R			From:	58-767						NA	NA	10/29/2001	
						To:	Dead End									
(733)	0.01	90	R			From:	58-735						NA	NA	07/22/2004	
						To:	0.01 ME 58-735									
(733)	1.81	140	R			From:	58-734						NA	NA	07/22/2004	
						To:	SR 49									
(734)	0.10	440	R			From:	58-733						NA	NA	10/24/2001	
						To:	58-800									
(734)	1.20	330	R			From:	58-800						NA	NA	10/24/2001	
						To:	58-730									
(734)	0.70	330	R			From:	58-730						NA	NA	10/24/2001	
						To:	US 58									
(735)	1.20	80	R			From:	North Carolina State Line						NA	NA	07/22/2004	
						To:	58-729									
(735)	1.50	180	G	94%	5%	0%	1%	0%	0%	C	0.140	F	0.56	180	G	2005
						To:	58-867 Gap Terminus									
(735)	0.75	220	R			From:	SR 49 Gap Terminus						NA	NA	07/22/2004	
						To:	58-736									
(735)	3.16	100	R			From:	58-736						NA	NA	07/22/2004	
						To:	58-602									
(735)	1.70	410	G	94%	5%	0%	1%	0%	0%	F	0.106	F	0.65	420	G	2005
						To:	US 58									
(736)	2.90	80	R			From:	58-735						NA	NA	10/22/2001	
						To:	58-602									
(737)	1.20	140	R			From:	North Carolina State Line						NA	NA	09/24/2001	
						To:	58-738									
(737)	0.50	240	R			From:	58-738						NA	NA	09/24/2001	
						To:	SR 49									
(737)	0.60	310	R			From:	SR 49						NA	NA	09/24/2001	
						To:	58-829									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(737)	3.00	150	R			From:	58-829							NA	09/24/2001	
						To:	58-602									
(738)	2.00	140	R			From:	58-737							NA	09/24/2001	
						To:	NC State Line; Gap Terminus									
(738)	0.80	240	R			From:								NA	09/24/2001	
						To:	58-604									
(738)	1.80	360	R			From:								NA	09/24/2001	
						To:	SR 49									
(739)	0.20	40	R			From:	58-637							NA	06/14/2004	
						To:	58-879									
(739)	0.70	20	R			From:								NA	06/14/2004	
						To:	Dead End									
(740)	1.00	140	R			From:	58-723							NA	06/14/2004	
						To:	Dead End									
(741)	0.90	30	R			From:								NA	07/06/2004	
						To:	SR 47									
(742)	0.18	370	R			From:	WCL Chase City; SR 49							NA	08/06/2001	
						To:	WCL Chase City; SR 92									
(743)	0.70	49	R			From:	58-660							NA	06/03/2004	
						To:	Dead End									
(744)	1.20	60	R			From:	Charlotte County Line							NA	07/06/2004	
						To:	SR 47									
(745)	2.30	70	R			From:	58-634							NA	06/16/2004	
						To:	58-662									
(746)	1.00	160	R			From:	North Carolina State Line							NA	10/15/2001	
						To:	Dead End									
(747)	0.47	70	R			From:	58-723							NA	07/28/2004	
						To:	Dead End									
(748)	0.15	10	R			From:								NA	07/28/2004	
						To:	0.15 MN Dead End									
(748)	0.15	40	R			From:								NA	10/24/2001	
						To:	58-871									
(749)	0.30	20	R			From:								NA	07/22/2004	
						To:	Dead End									
(750)	0.32	470	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.55	490	G	2005
							US 58 WEST									
							To:	WCL Clarksville								
Town of Clarksville						From:										
(750)	0.76	920	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.569	950	G	2005
						To:	58-1125									
(750)	0.64	960	G	99%	0%	0%	0%	0%	0%	C	0.1	F	0.521	1000	G	2005
						To:	US 58 East									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Clarksville															
(750)	0.09	310	R								NA		NA		11/05/2001
(750)	0.09	80	R								NA		NA		11/05/2001
Mecklenburg County															
(751)	0.90	940	R								NA		NA		07/10/2001
(752)	0.45	30	R								NA		NA		07/23/2001
(753)	0.70	110	R								NA		NA		06/03/2004
(754)	1.11	170	R								NA		NA		06/01/2004
(755)	0.07	1200	R								NA		NA		10/17/2001
(755)	0.83	410	R								NA		NA		10/17/2001
(756)	0.59	800	G	98%	1%	0%	0%	0%	0%	F	0.116	F	0.619	830	G 2005
Town of Boydton															
(756)	0.37	880	G	98%	1%	0%	0%	0%	0%	C	0.106	F	0.583	910	G 2005
(756)	0.29	590	G	98%	1%	0%	0%	0%	0%	F	0.099	F	0.570	610	G 2005
(756)	0.12	200	R								NA		NA		08/16/2001
Mecklenburg County															
(757)	1.00	100	R								NA		NA		06/23/2004
(758)	1.00	80	R								NA		NA		06/03/2004
(759)	1.50	340	R								NA		NA		06/01/2004
(760)	1.30	60	R								NA		NA		06/03/2004
(761)	0.53	300	R								NA		NA		06/01/2004
(761)	0.97	180	R								NA		NA		06/01/2004
(762)	0.37	220	R								NA		NA		08/08/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mecklenburg County															
(762)	1.97	110	R			From:	58-856				NA		NA		08/08/2001
(762)	0.93	140	R			From:	1.97 ME 58-856				NA		NA		08/08/2001
(762)						To:	58-677								
(763)	0.60	90	R			From:	58-609 SOUTH				NA		NA		08/08/2001
(763)	0.79	160	R			From:	58-875				NA		NA		08/08/2001
(763)						To:	58-609 NORTH								
(764)	1.20	350	R			From:	SR 47				NA		NA		07/30/2001
(764)	1.43	200	R			From:	58-655				NA		NA		07/30/2001
(764)						To:	58-635								
(765)	0.60	230	R			From:	Dead End				NA		NA		07/30/2001
(765)						To:	58-624								
(766)	0.20	46	R			From:	US 58				NA		NA		06/01/2004
(766)						To:	Dead End								
(767)	1.40	340	R			From:	58-732				NA		NA		10/29/2001
(767)						To:	58-722								
(768)	0.73	90	R			From:	58-626				NA		NA		06/01/2004
(768)						To:	Dead End								
(769)	0.60	250	R			From:	Dead End				NA		NA		06/01/2004
(769)						To:	58-618								
(770)	0.30	50	R			From:	Dead End				NA		NA		06/01/2004
(770)						To:	SR 138								
(771)	0.70	150	R			From:	58-712				NA		NA		06/08/2004
(771)						To:	Dead End; Gap Terminus								
(771)						From:	US 1; Gap Terminus								
(771)	0.60	100	R			To:	Dead End				NA		NA		06/08/2004
(772)	1.00	70	R			From:	Dead End				NA		NA		06/22/2004
(772)						To:	58-703								
(773)	0.60	60	R			From:	58-903				NA		NA		06/03/2004
(773)						To:	Dead End								
(774)	0.80	10	R			From:	58-626				NA		NA		06/08/2004
(774)						To:	Dead End								
(775)	0.09	46	R			From:	US 58				NA		NA		06/14/2004
(775)						To:	0.09 MN US 58								
(775)	0.92	40	R			From:	58-645				NA		NA		06/14/2004
(776)	0.80	70	R			From:	Dead End				NA		NA		06/08/2004
(776)						To:	58-647								

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						2Axle	3+Axle	1Trail	2Trail						
Mecklenburg County															
(777)	0.08	280	R			From: Dead End					NA		NA		08/03/2004
						To: US 58									
(778)	0.33	460	R			From: 58-621					NA		NA		06/01/2004
						To: 0.33 MN 58-621									
(778)	0.36	510	R			From: 0.69 MN 58-621					NA		NA		06/01/2004
						To: US 1									
(779)	0.56	540	R			From: 58-722					NA		NA		06/01/2004
						To: Dead End									
(780)	1.70	150	R			From: Dead End					NA		NA		07/22/2004
						To: US 1; US 58									
(780)	0.17	1700	R			From: US 1					NA		NA		08/02/2004
						To: SR 49									
(781)	1.00	70	R			From: 58-728					NA		NA		07/28/2004
						To: SR 49									
(782)	0.70	60	R			From: 58-660					NA		NA		06/16/2004
						To: Dead End									
(783)	1.00	20	R			From: Dead End					NA		NA		06/21/2004
						To: US 58 WEST									
(783)	0.65	60	R			From: US 58 EAST					NA		NA		06/21/2004
						To: US 58 EAST									
(784)	1.10	270	R			From: 58-722					NA		NA		08/02/2004
						To: Dead End									
(785)	0.21	540	R			From: SR 49					NA		NA		08/14/2001
						To: 58-720									
(785)	0.29	250	R			From: Dead End					NA		NA		08/14/2001
						To: Dead End									
(786)	0.50	80	R			From: Dead End					NA		NA		06/14/2004
						To: US 58									
(787)	0.35	20	R			From: 58-634					NA		NA		06/16/2004
						To: Dead End									
(788)	0.90	200	R			From: Dead End					NA		NA		06/08/2004
						To: 58-619									
(789)	1.40	160	R			From: 58-602					NA		NA		08/02/2004
						To: 58-601									
(790)	0.30	20	R			From: 58-683					NA		NA		07/06/2004
						To: Dead End									
(791)	0.60	100	R			From: 58-640					NA		NA		07/19/2004
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mecklenburg County															
(792)	0.60	20	R			From: Dead End					NA		NA		07/19/2004
						To: 58-695									
(793)	0.60	70	R			From: 58-697					NA		NA		06/29/2004
						To: Dead End									
(794)	0.70	40	R			From: Dead End					NA		NA		06/03/2004
						To: SR 47									
(795)	1.26	160	R			From: US 58; 58-675					NA		NA		10/09/2001
						To: Dead End									
(796)	0.30	240	R			From: 58-821					NA		NA		08/02/2004
						To: Dead End									
(797)	0.80	80	R			From: SR 92					NA		NA		06/29/2004
						To: Dead End									
(798)	0.50	70	R			From: 58-688					NA		NA		07/19/2004
						To: Dead End									
(799)	0.10	45	R			From: 58-664					NA		NA		06/14/2004
						To: Dead End									
(800)	0.70	40	R			From: Dead End					NA		NA		07/22/2004
						To: 58-734									
(801)	0.25	10	R			From: 58-698					NA		NA		07/19/2004
						To: Dead End									
(802)	0.43	140	R			From: 58-684					NA		NA		07/06/2004
						To: Dead End									
(803)	0.80	120	R			From: 58-722					NA		NA		10/29/2001
						To: Dead End									
(804)	0.60	90	R			From: US 15 SOUTH					NA		NA		09/24/2001
						To: 58-846									
(804)	0.40	470	R			From: US 15 NORTH					NA		NA		09/24/2001
						To: 58-846									
(805)	2.05	270	R			From: SR 49					NA		NA		08/14/2001
						To: 58-600									
(806)	0.39	360	R			From: Dead End					NA		NA		10/17/2001
						To: 58-876									
(806)	0.17	390	R			From: 58-755					NA		NA		10/17/2001
						To: 58-664									
(807)	0.50	30	R			From: Dead End					NA		NA		06/14/2004
						To: Dead End									
(808)	0.24	20	R			From: Dead End					NA		NA		06/01/2004
						To: 58-626									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mecklenburg County															
(809)	0.40	47	R			From:	58-630						NA	NA	06/16/2004
						To:	Dead End								
(810)	0.52	30	R			From:	58-627						NA	NA	06/08/2004
						To:	Dead End								
(811)	1.32	210	R			From:	58-728						NA	NA	10/22/2001
						To:	58-723								
(812)	0.50	60	R			From:	Dead End						NA	NA	06/14/2004
						To:	58-637								
(813)	0.50	70	R			From:	Dead End						NA	NA	08/02/2004
						To:	58-722								
(814)	0.60	30	R			From:	58-725						NA	NA	07/28/2004
						To:	Dead End								
(815)	0.65	230	R			From:	Dead End						NA	NA	11/01/2001
						To:	US 58								
(816)	0.60	40	R			From:	Dead End						NA	NA	06/29/2004
						To:	58-688								
(817)	0.26	90	R			From:	Dead End						NA	NA	07/06/2004
						To:	58-600								
(818)	0.75	50	R			From:	58-710						NA	NA	06/16/2004
						To:	Dead End								
(819)	1.60	170	R			From:	1.20 MW 58-820						NA	NA	10/15/2001
						To:	0.40 ME 58-820								
(820)	0.88	210	R			From:	North Carolina State Line						NA	NA	10/15/2001
						To:	58-819								
(821)	1.30	790	R			From:	Dead End						NA	NA	10/29/2001
						To:	58-796								
(821)	0.90	1400	R			From:	58-796						NA	NA	10/29/2001
						To:	58-722								
(821)	0.52	770	R			From:	58-722						NA	NA	10/29/2001
						To:	Dead End								
(822)	0.80	270	R			From:	North Carolina State Line						NA	NA	09/24/2001
						To:	58-721								
(822)	1.00	70	R			From:	58-721						NA	NA	09/24/2001
						To:	Dead End								
(823)	2.15	60	R			From:	Dead End						NA	NA	06/22/2004
						To:	58-705								
(824)	0.70	40	R			From:	Dead End						NA	NA	06/22/2004
						To:	58-707								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(825)	2.07	470	G	93%	2%	2%	0%	4%	0%	C	0.1	F	0.511	490	G	2005
(825)	1.06	170	R										NA		NA	10/15/2001
(826)	2.70	60	R										NA		NA	10/15/2001
(826)	1.30	150	R										NA		NA	10/15/2001
(827)	1.00	170	R										NA		NA	10/15/2001
(828)	0.30	50	R										NA		NA	06/22/2004
(829)	0.95	80	R										NA		NA	07/22/2004
(830)	0.58	30	R										NA		NA	06/03/2004
(831)	1.50	30	R										NA		NA	06/29/2004
(832)	0.50	40	R										NA		NA	06/22/2004
(833)	0.75	70	R										NA		NA	06/03/2004
(834)	0.50	60	R										NA		NA	06/03/2004
(835)	1.50	120	R										NA		NA	10/15/2001
(836)	0.20	10	R										NA		NA	07/28/2004
(837)	0.40	49	R										NA		NA	06/03/2004
(838)	0.35	60	R										NA		NA	06/08/2004
(839)	0.70	30	R										NA		NA	06/14/2004
(840)	0.40	70	R										NA		NA	07/06/2004
(840)	0.13	70	R										NA		NA	07/06/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mecklenburg County															
(841)	1.30	110	R			From:	58-677 NORTH						NA	NA	07/19/2004
						To:	58-677 SOUTH								
(842)	0.35	40	R			From:	Dead End						NA	NA	08/02/2004
						To:	58-713								
(843)	0.32	20	R			From:	Dead End						NA	NA	06/03/2004
						To:	SR 47								
(844)	0.30	40	R			From:	58-649						NA	NA	06/01/2004
						To:	Dead End								
(845)	0.69	50	R			From:	58-864						NA	NA	06/29/2004
						To:	58-698								
(846)	0.50	80	R			From:	58-804						NA	NA	07/28/2004
						To:	Dead End								
(847)	0.55	80	R			From:	58-619						NA	NA	06/08/2004
						To:	Dead End								
(848)	1.00	30	R			From:	58-677						NA	NA	06/22/2004
						To:	58-693								
(848)	0.15	40	R			From:	Dead End						NA	NA	06/22/2004
						To:	58-693								
(849)	0.25	30	R			From:	58-712						NA	NA	06/08/2004
						To:	Dead End								
(850)	0.28	30	R			From:	SWCL South Hill						NA	NA	08/02/2004
						To:	Dead End								
(851)	0.60	60	R			From:	SR 49						NA	NA	07/22/2004
						To:	Dead End								
(852)	0.30	40	R			From:	SR 49 SOUTH						NA	NA	08/06/2001
						To:	SR 49 NORTH								
(853)	0.70	70	R			From:	58-616						NA	NA	06/16/2004
						To:	Dead End								
(854)	0.40	70	R			From:	Dead End						NA	NA	06/14/2004
						To:	58-655								
(855)	1.02	50	R			From:	58-621						NA	NA	06/01/2004
						To:	Dead End								
(856)	0.40	47	R			From:	58-762						NA	NA	08/02/2004
						To:	Dead End								
(857)	1.09	210	R			From:	US 15 EAST						NA	NA	10/09/2001
						To:	US 15 WEST								
(858)	1.10	60	R			From:	US 15 EAST						NA	NA	08/08/2001
						To:	US 15 WEST								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mecklenburg County															
(859)	0.89	49	R			From: US 15 EAST							NA	NA	08/08/2001
						To: US 15 WEST									
(860)	0.50	20	R			From: 58-903							NA	NA	06/03/2004
						To: Dead End									
(861)	0.40	70	R			From: 58-652							NA	NA	07/16/2001
						To: Dead End									
(862)	0.30	260	R			From: US 15							NA	NA	10/09/2001
						To: Dead End									
(863)	0.45	40	R			From: 58-701 WEST							NA	NA	10/09/2001
						To: 58-701 EAST									
(864)	0.25	20	R			From: Dead End							NA	NA	06/29/2004
						To: 58-845									
(865)	0.65	100	R			From: Dead End							NA	NA	06/01/2004
						To: 58-650									
(866)	0.24	130	R			From: SR 49 WEST							NA	NA	10/22/2001
						To: SR 49 EAST									
(867)	0.23	110	R			From: SR 49							NA	NA	10/22/2001
						To: 58-735									
(867)	0.14	150	R			From: 58-728							NA	NA	10/22/2001
						To: 58-728									
(868)	0.60	30	R			From: 58-654							NA	NA	06/03/2004
						To: Dead End									
(869)	0.70	80	R			From: 58-722							NA	NA	07/22/2004
						To: Dead End									
(870)	0.25	50	R			From: 58-859							NA	NA	07/19/2004
						To: Dead End									
(871)	0.80	230	R			From: SR 49							NA	NA	10/24/2001
						To: 58-727									
(871)	0.66	590	R			From: US 58							NA	NA	10/24/2001
						To: US 58									
(872)	0.30	20	R			From: Dead End							NA	NA	06/03/2004
						To: 58-669									
(873)	1.33	120	R			From: SR 138							NA	NA	06/01/2004
						To: 58-761									
(874)	0.32	140	R			From: Dead End							NA	NA	08/14/2001
						To: SR 47									
(875)	0.25	60	R			From: Dead End							NA	NA	07/19/2004
						To: 0.25 MS Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(875)	0.05	100	R			From:	0.25 MS Dead End							NA	07/19/2004	
						To:	58-763									
(876)	0.05	30	R			From:	58-806							NA	10/17/2001	
						To:	Dead End									
(877)	0.27	40	R			From:	58-689 SOUTH							NA	06/29/2004	
						To:	58-689 NORTH									
(878)	0.55	70	R			From:	Dead End							NA	07/22/2004	
						To:	US 58; 58-722									
(879)	0.41	30	R			From:	58-739							NA	07/16/2001	
						To:	58-637									
(880)	0.20	70	R			From:	58-660							NA	08/06/2001	
						To:	Dead End									
(881)	0.55	60	R			From:	Dead End							NA	06/23/2004	
						To:	58-660									
(882)	0.57	NA				From:	US 58							NA		
						To:	Cul-de-Sac									
(883)	0.33	NA				From:	SR-00386(U)/US-00058(B)/							NA		
						To:	Cul-de-Sac									
(884)	0.63	170	F	99%	1%	0%	0%	0%	0%	C	0.152	F	0.6	170	F	2005
						To:	58-651 Plank Rd									
(885)	0.48	NA				From:	Cul-de-Sac							NA		
						To:	US 58									
(890)	0.25	220	R			From:	Dead End							NA		07/28/2004
						To:	58-642									
(899)	0.08	NA				From:	Dead End							NA		
						To:	SR 47									
(903)	0.95	1600	G	95%	1%	1%	1%	1%	0%	C	0.091	F	0.546	1600	G	2005
						To:	58-626									
(903)	3.53	2400	G	95%	1%	1%	1%	1%	0%	F	0.101	F	0.705	2500	G	2005
						To:	58-614									
(903)	0.76	2700	G	95%	1%	1%	1%	1%	0%	F	0.101	F	0.780	2800	G	2005
						To:	58-618									
(903)	1.46	2800	G	95%	1%	1%	1%	1%	0%	F	0.098	F	0.767	2900	G	2005
						To:	58-619; 58-751									
(903)	0.93	4200	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.59	4300	G	2005
						To:	I-85									
(903)	2.94	820	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.565	860	G	2005
						To:	58-615									
(903)	4.10	540	G	97%	0%	1%	1%	1%	0%	F	0.117	F	0.623	560	G	2005
						To:	58-650									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(903)	3.25	1400	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.578	1500	G	2005
			From:			58-650										
			To:			SCL South Hill										
(1000)	0.34	NA				From:						NA				
			To:			Dead End										
(1010)	0.52	NA				From:						NA				
			To:			US 58; 58-644										
(1029)	0.29	420	R			From:						NA			NA	08/06/2001
			To:			SR 49										
						WCL Chase City										
Town of Clarksville																
(1101)	0.23	280	G	96%	1%	2%	0%	0%	0%	C	0.1	F	0.679	290	G	2005
			From:			US 58										
			To:			58-750										
(1102)	0.35	160	R			From:						NA			NA	11/05/2001
			To:			58-1109										
(1102)	0.17	180	R			From:						NA			NA	11/05/2001
			To:			US 58										
(1103)	0.20	150	R			From:						NA			NA	11/05/2001
			To:			58-1108										
(1104)	0.10	470	R			From:						NA			NA	11/05/2001
			To:			58-1102										
(1104)	0.26	180	G	97%	0%	2%	0%	1%	0%	C	0.136	F	0.609	190	G	2005
			From:			US 58; 2nd St										
(1105)	0.19	120	R			From:						NA			NA	11/05/2001
			To:			Dead End										
(1105)	0.28	510	G	95%	1%	2%	1%	2%	0%	C	0.115	F	0.574	530	G	2005
4th Street			From:			58-1109										
(1105)	0.08	790	G	95%	1%	2%	1%	2%	0%	F	0.117	F	0.651	820	G	2005
			To:			58-1104										
(1105)	0.25	1700	R			From:						NA			NA	11/05/2001
			To:			US 58										
(1105)	0.09	130	R			From:						NA			NA	11/05/2001
			To:			58-1108										
(1106)	0.09	30	R			From:						NA			NA	11/05/2001
			To:			58-1110										
(1106)	0.18	200	R			From:						NA			NA	11/05/2001
			To:			58-1109										
(1107)	0.09	170	R			From:						NA			NA	11/05/2001
			To:			58-1123										
(1107)	0.18	240	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.542	250	G	2005
7th Street			From:			58-1117										
(1108)	0.19	580	G	99%	0%	0%	0%	0%	0%	C	0.125	F	0.52	600	G	2005
			To:			US 58										
(1108)	0.12	610	R			From:						NA			NA	11/05/2001
			To:			58-750										
						From:						NA				
						To:										
						58-1122										
						From:										
						To:										
						58-1105 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
(1108)	0.32	60	R			From:	58-1105 SOUTH							NA	11/05/2001	
						To:	58-1105 NORTH									
(1109)	0.17	180	R			From:	58-1102							NA	11/05/2001	
						To:	58-1106									
(1110)	0.19	30	R			From:	58-1105							NA	11/05/2001	
						To:	58-1108									
(1111)	0.82	180	R			From:	58-750							NA	11/05/2001	
						To:	58-1146									
(1112)	0.08	80	R			From:	US 15							NA	10/04/2001	
						To:	58-1113									
(1113)	0.08	60	R			From:	58-1115							NA	10/04/2001	
						To:	58-1116 Gap Terminus									
(1113)	0.13	60	R			From:	58-1114 Gap Terminus							NA	10/04/2001	
						To:	58-1112									
(1114)	0.08	150	R			From:	US 15							NA	10/04/2001	
						To:	58-1113									
(1115)	0.09	160	R			From:	US 15							NA	10/04/2001	
						To:	58-1113									
(1116)	0.09	170	R			From:	US 15							NA	10/04/2001	
						To:	58-1113									
(1117)	0.14	210	R			From:	58-1107							NA	11/05/2001	
						To:	58-1102									
(1118)	0.18	50	R			From:	58-1111							NA	11/05/2001	
						To:	58-1119									
(1119)	0.12	170	R			From:	58-750							NA	11/05/2001	
						To:	58-1118									
(1119)	0.23	100	R			From:	58-1118							NA	11/05/2001	
						To:	58-1111									
(1120)	0.04	230	R			From:	68-750							NA	11/01/2001	
						To:	WCL Clarksville									
Mecklenburg County																
(1120)	0.75	230	R			From:	WCL Clarksville							NA	11/01/2001	
						To:	Dead End									
Town of Clarksville																
(1121)	0.04	60	R			From:	Dead End							NA	11/05/2001	
						To:	58-1105									
(1122)	0.17	270	G	99%	0%	1%	0%	0%	0%	C	0.123	F	0.583	280	G	2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
(1123)	0.10	100	R			From: 58-1107					NA		NA		11/05/2001	
						To: Dead End										
(1124)	0.09	400	R			From: 58-1103					NA		NA		11/05/2001	
						To: US 58; 9th St										
(1125) Woodland Dr	0.31	590	G	96%	1%	1%	2%	1%	0%	C	0.113	F	0.561	610	G	2005
						To: 58-750										
(1126)	0.04	47	R			From: 58-750					NA		NA		11/05/2001	
						To: 58-1141										
(1127)	0.08	130	R			From: 58-1128					NA		NA		10/04/2001	
						To: US 58										
(1128)	0.03	20	R			From: Dead End					NA		NA		10/04/2001	
						To: 58-1130 WEST										
(1128)	0.20	40	R			From: 58-1130 EAST					NA		NA		10/04/2001	
						To: Dead End										
(1129)	0.07	90	R			From: 58-1128 EAST					NA		NA		11/01/2001	
						To: US 58										
(1130)	0.10	70	R			From: 58-1128 WEST					NA		NA		10/04/2001	
						To: 58-1142										
(1131)	0.34	360	R			From: US 58					NA		NA		11/01/2001	
						To: 58-58										
(1131)	0.20	190	R			From: 58-750					NA		NA		11/01/2001	
						To: US 58										
(1132)	0.17	60	R			From: 58-750					NA		NA		11/01/2001	
						To: 58-750										
Mecklenburg County																
(1133)	0.15	50	R			From: Dead End					NA		NA		11/01/2001	
						To: 58-750										
(1135)	0.11	30	R			From: 58-722					NA		NA		10/29/2001	
						To: Dead End										
(1136)	0.17	80	R			From: 58-722					NA		NA		10/29/2001	
						To: 58-1137										
(1137)	0.08	60	R			From: 58-722					NA		NA		10/29/2001	
						To: 58-1136										
Town of Clarksville																
(1140)	0.09	120	R			From: 58-1108					NA		NA		11/05/2001	
						To: 58-1141										
(1141)	0.15	150	R			From: 58-1126					NA		NA		11/05/2001	
						To: 58-1140										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
(1142)	0.22	100	R			From:	58-1131				NA		NA	NA	11/01/2001	
						To:	Dead End									
(1143)	0.30	170	R			From:	58-1142				NA		NA	NA	11/01/2001	
						To:	US 58									
(1144)	0.17	40	R			From:	58-1142				NA		NA	NA	11/01/2001	
						To:	58-1145									
(1145)	0.05	140	R			From:	58-1131				NA		NA	NA	11/01/2001	
						To:	58-1148									
(1145)	0.12	60	R			From:	58-1148				NA		NA	NA	11/01/2001	
						To:	58-1143									
(1146)	0.09	90	R			From:	58-1111				NA		NA	NA	11/01/2001	
						To:	58-1147									
(1146)	0.10	70	R			From:	58-1147				NA		NA	NA	11/01/2001	
						To:	Cul-de-Sac									
(1147)	0.05	10	R			From:	Cul-de-Sac				NA		NA	NA	11/01/2001	
						To:	58-1146									
(1148)	0.17	70	R			From:	58-1142				NA		NA	NA	11/01/2001	
						To:	58-1145									
(1149)	0.10	20	R			From:	WCL Clarksville				NA		NA	NA	11/01/2001	
						To:	58-1131									
Mecklenburg County																
(1160)	0.31	NA				From:	SR 138				NA		NA	NA		
						To:	Dead End									
Town of Boydton																
(1201)	0.06	390	G	98%	1%	1%	0%	0%	0%	C	0.107	F	0.55	410	G	2005
						To:	Bus US 58									
(1202)	0.13	840	R			From:	58-1205				NA		NA	NA	08/16/2001	
						To:	Bus US 58									
(1203)	0.29	100	R			From:	58-688				NA		NA	NA	06/21/2004	
						To:	NCL Boydton									
Mecklenburg County																
(1203)	0.11	30	R			From:	NCL Boydton				NA		NA	NA	06/21/2004	
						To:	Dead End									
Town of Boydton																
(1204)	0.11	330	R			From:	58-1205				NA		NA	NA	06/21/2004	
						To:	SR 92									
(1204)	0.06	100	R			From:	58-1206				NA		NA	NA	06/21/2004	
						To:	58-1206									
(1204)	0.10	60	R			From:	58-1217				NA		NA	NA	06/21/2004	
						To:	Bus US 58									
(1204)	0.10	60	R			From:	58-1217				NA		NA	NA	08/16/2001	
						To:	Bus US 58									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Boydton															
(1204)	0.12	46	R			From: Bus US 58					NA		NA		08/16/2001
Mecklenburg County															
(1204)	0.06	10	R			From: ECL Boydton					NA		NA		08/16/2001
Town of Boydton															
(1205)	0.07	80	R			From: 58-1206					NA		NA		08/16/2001
(1205)	0.24	490	R			From: 58-707					NA		NA		06/21/2004
(1205)	0.08	550	R			From: Bus US 58					NA		NA		08/16/2001
(1205)	0.03	20	R			From: 58-1204					NA		NA		08/16/2001
(1206)	0.13	250	R			From: 58-1205					NA		NA		08/16/2001
(1206)	0.08	80	R			From: Bus US 58					NA		NA		08/16/2001
(1207)	0.06	70	R			From: SR 92					NA		NA		08/16/2001
(1208)	0.06	70	R			From: 58-756					NA		NA		08/16/2001
(1209)	0.19	120	R			From: Bus US 58					NA		NA		08/16/2001
Mecklenburg County															
(1209)	0.03	100	R			From: ECL Boydton					NA		NA		08/16/2001
Town of Boydton															
(1210)	0.31	40	R			From: 58-756 EAST					NA		NA		06/21/2004
(1211)	0.10	70	R			From: 58-707					NA		NA		08/16/2001
Mecklenburg County															
(1212)	0.82	50	R			From: 58-707					NA		NA		06/21/2004
Town of Boydton															
(1213)	0.03	90	R			From: 58-1214					NA		NA		08/16/2001
(1214)	0.10	60	R			From: Dead End					NA		NA		08/16/2001
(1215)	0.07	10	R			From: Bus US 58					NA		NA		06/21/2004

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						2Axle	3+Axle	1Trail	2Trail							
Town of Boydton																
(1216)	0.06	70	R			From:	58-1209				NA		NA	NA	08/16/2001	
						To:	Bus US 58									
(1217)	0.13	20	R			From:	Bus US 58				NA		NA	NA	08/16/2001	
						To:	58-1204									
(1218)	0.09	40	R			From:	58-1220 WEST				NA		NA	NA	08/16/2001	
						To:	58-1220 EAST									
(1218)	0.08	140	R			From:	58-1219				NA		NA	NA	08/16/2001	
						To:	58-707									
(1219)	0.09	48	R			From:	58-1218				NA		NA	NA	08/16/2001	
						To:	Dead End									
(1220)	0.16	60	R			From:	58-1218 EAST				NA		NA	NA	08/16/2001	
						To:	58-1218 WEST									
Mecklenburg County																
(1221)	0.11	270	R			From:	Bus US 58				NA		NA	NA	08/16/2001	
						To:	Dead End									
(1230)	0.22	70	R			From:	SR 47				NA		NA	NA	07/16/2001	
						To:	Dead End									
(1401)	0.56	50	R			From:	58-903				NA		NA	NA	09/10/2001	
						To:	58-619									
Town of Brodnax																
(1501)	0.06	220	R			From:	Dead End				NA		NA	NA	07/23/2001	
						To:	Brunswick County Line									
Town of LaCrosse																
(1502)	0.14	80	R			From:	0.08 MS 58-1520				NA		NA	NA	07/19/2001	
						To:	Dead End; Gap Terminus									
(1502)	0.10	30	R			From:	0.06 MN 58-1503				NA		NA	NA	07/19/2001	
						To:										
(1503)	0.02	130	R			From:	58-1511				NA		NA	NA	07/19/2001	
						To:	58-624									
(1503)	0.13	140	R			From:	58-1505				NA		NA	NA	07/19/2001	
						To:	58-1520									
(1503)	0.26	770	G	97%	1%	1%	1%	1%	0%	C	0.108	F	0.506	800	G	2005
(1503)	0.03	1200	G	97%	1%	1%	1%	1%	0%	F	0.127	F	0.522	1200	G	2005
(1503)	0.16	60	R			From:	US 58				NA		NA	NA	07/19/2001	
						To:	58-1518									
(1503)	0.07	50	R			From:	58-1502				NA		NA	NA	07/19/2001	
						To:										
Town of Brodnax																
(1504)	0.22	120	R			From:	58-1524				NA		NA	NA	07/23/2001	
						To:	Brunswick County Line									

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						2Axle	3+Axle	1Trail	2Trail							
Town of LaCrosse																
(1505)	0.22	330	G	98%	1%	1%	0%	0%	0%	C	0.136	F	0.565	350	G	2005
			From:			58-618										
			To:			58-1503										
(1506)	0.14	50	R											NA		07/19/2001
			From:			58-624										
			To:			58-1505								NA		07/19/2001
(1506)	0.05	190	R											NA		07/19/2001
			From:			58-1512										
			To:			Dead End										
(1507)	0.07	30	R											NA		07/19/2001
			From:			Dead End										
			To:			58-618										
(1508)	0.12	250	R											NA		07/19/2001
			From:			58-1503										
			To:			58-1529										
(1508)	0.03	100	R											NA		07/19/2001
			From:			ECL LaCrosse										
Mecklenburg County																
(1508)	0.06	80	R											NA		07/19/2001
			From:			ECL LaCrosse										
			To:			Dead End										
Town of LaCrosse																
(1509)	0.10	40	R											NA		07/19/2001
			From:			Dead End										
			To:			58-1523 Gap Terminus										
(1509)	0.08	60	R											NA		07/19/2001
			From:			Dead End; Gap Terminus										
			To:			58-1507										
(1510)	0.31	90	R											NA		07/19/2001
			From:			SCL LaCrosse										
			To:			58-1507										
(1511)	0.11	130	R											NA		07/19/2001
			From:			58-1503										
			To:			58-1529										
(1512)	0.15	90	R											NA		07/19/2001
			From:			58-1506										
			To:			58-1503										
(1513)	0.21	130	R											NA		07/19/2001
			From:			Dead End										
			To:			58-1503										
(1514)	0.05	30	R											NA		07/19/2001
			From:			58-1520										
			To:			Dead End										
Town of Brodnax																
(1515)	0.43	NA												NA		
			From:			Dead End										
			To:			Brunswick County Line; 12-1510										
(1516)	0.24	70	R											NA		07/23/2001
			From:			58-1524										
			To:			Brunswick County Line										
Town of LaCrosse																
(1517)	0.08	110	R											NA		07/19/2001
			From:			58-1520										
			To:			NCL LaCrosse										

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(1517)	0.02	110	R								NA		NA		07/19/2001	
						From:	NCL LaCrosse									
						To:	US 58									
Town of LaCrosse																
(1518)	0.07	10	R								NA		NA		07/19/2001	
						From:	58-1503									
						To:	Dead End									
(1519)	0.05	10	R								NA		NA		07/19/2001	
						From:	Dead End									
(1520)	0.04	50	R								NA		NA		07/19/2004	
						From:	WCL LaCrosse									
						To:	58-1528									
(1520)	0.06	110	R								NA		NA		07/19/2004	
						From:	58-1517									
(1520)	0.22	140	R								NA		NA		07/19/2004	
						To:	58-621									
(1520)	0.29	780	G	96%	1%	2%	0%	0%	0%	C	0.117	F	0.591	810	G	2005
						From:	58-1503									
(1520)	0.10	200	R								NA		NA		07/19/2004	
						To:	ECL LaCrosse									
Mecklenburg County																
(1520)	0.10	200	N								NA		NA		07/19/2004	
						From:	ECL LaCrosse									
						To:	US 58									
Town of LaCrosse																
(1521)	0.11	260	R								NA		NA		07/19/2001	
						From:	58-1503									
						To:	ECL LaCrosse									
(1523)	0.08	70	R								NA		NA		07/19/2001	
						From:	58-1509									
						To:	Dead End									
Town of Brodnax																
(1524)	0.09	30	R								NA		NA		07/23/2001	
						From:	58-1516									
						To:	58-1504									
(1525)	0.09	30	R								NA		NA		07/23/2001	
						From:	58-1516									
						To:	58-1504									
Town of LaCrosse																
(1527)	0.04	10	R								NA		NA		07/19/2001	
						From:	58-1512									
						To:	58-1513									
(1528)	0.07	110	R								NA		NA		07/19/2001	
						From:	58-1520									
						To:	NCL LaCrosse									
Mecklenburg County																
(1528)	0.05	NA									NA		NA			
						From:	NCL LaCrosse									
						To:	US 58									
Town of LaCrosse																
(1529)	0.08	40	R								NA		NA		07/19/2001	
						From:	58-1511									
						To:	58-1508									
Mecklenburg County																
(1601)	0.56	220	R								NA		NA		10/09/2001	
						From:	Dead End									
						To:	58-1602									

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(1601)	1.11	660	R			From: 58-1602				NA		NA	NA	10/09/2001		
						To: US 15										
(1602)	0.27	100	R			From: 58-1601				NA		NA	NA	10/09/2001		
						To: Dead End										
(1603)	0.21	60	R			From: 58-1602				NA		NA	NA	10/09/2001		
						To: Dead End										
(1604)	0.51	120	R			From: 58-1601				NA		NA	NA	10/09/2001		
						To: Cul-de-Sac										
Town of Boydton																
(9253)	0.05	0	R			From: Cul-de-Sac				NA		NA	NA	09/15/2004		
						To: 58-1201										
Mecklenburg County																
(9255)	0.06	100	R			From: 58-620				NA		NA	NA	09/15/2004		
						To: 58-620										
(9437)	0.07	420	R			From: 58-645				NA		NA	NA	09/15/2004		
						To: 58-645										
(9438)	0.18	440	R			From: Cul-de-Sac				NA		NA	NA	09/15/2004		
						To: SR 47										
(9468)	0.07	310	R			From: US 58				NA		NA	NA	09/15/2004		
						To: 0.07 MN US 58										
(9468)	0.25	160	R			From: 0.07 MN US 58				NA		NA	NA	09/15/2004		
						To: Dead End										
(9469)	0.20	320	R			From: 58-722				NA		NA	NA	09/15/2004		
						To: 58-722										
(9530)	0.40	630	R			From: 58-650				NA		NA	NA	09/15/2004		
						To: 58-650										
(9534)	0.32	680	R			From: Cul-de-Sac				NA		NA	NA	09/15/2004		
						To: 58-698										
(9580)	0.12	240	R			From: US 1				NA		NA	NA	09/15/2004		
						To: 0.12 MN US 1										
(9580)	0.32	170	R			From: 0.12 MN US 1				NA		NA	NA	09/15/2004		
						To: 0.44 MN US 1										
(9581)	0.35	390	R			From: 58-697				NA		NA	NA	09/15/2004		
						To: 58-688										
Town of Chase City																
(1 N. Boyd St)	0.23	1100	G	97%	1%	1%	0%	1%	0%	C	0.107	F	0.527	1100	G	2005
						From: E Second St										
(2 Endly St)	0.13	950	G	97%	0%	1%	0%	1%	0%	C	0.102	F	0.566	990	G	2005
						To: E Fifth St										
						From: Sycamore St										
						To: W Second St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Chase City																
(2) 186 Endly St	0.23	600	F	96%	2%	1%	0%	1%	0%	C	0.125	F	0.554	620	F	2005
			From:	Second St								To:	5th St			
(3) 186 Fourth St	0.06	380	G	96%	1%	2%	0%	1%	0%	F	0.174	F	0.503	390	G	2005
			From:	N Boyd St								To:	4Th St Main St			
(3) 186 Fourth St	0.07	190	G	96%	1%	2%	0%	1%	0%	C	0.143	F	0.556	190	G	2005
			From:	Main St								To:	Marshall St			
(4) 186 W Fifth St	0.61	1000	F	99%	0%	0%	0%	0%	0%	C	0.101	F	0.505	1100	F	2005
			From:	WCL Chase City								To:	Old Southern R.R. Track			
(4) 186 E Fifth St	0.19	2400	G	98%	1%	0%	0%	1%	0%	C	0.097	F	0.520	2500	G	2005
			From:	Old Southern R.R Track								To:	N Main St			
(4) 186 E Fifth St	0.07	980	G	98%	1%	0%	0%	1%	0%	F	0.124	F	0.542	1000	G	2005
			From:	Marshall St								To:	Marshall St			
(5) 186 Marshall St	0.21	1800	G	98%	1%	1%	0%	1%	0%	C	0.108	F	0.509	1900	G	2005
			From:	Sycamore St								To:	Second St			
(5) 186 Marshall St	0.23	1200	F	99%	1%	0%	0%	0%	0%	C	0.125	F	0.503	1300	F	2005
			From:	Endly St								To:	N.Main St			
(6) 186 E.Third St	0.20	250	G	99%	1%	0%	0%	0%	0%	C	0.141	F	0.514	260	G	2005
			From:	E.Third St								To:	N.Main St			
(519) 186 W Sycamore St	0.61	1000	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.565	1000	G	2005
			From:	WCL Chase City								To:	Madison St			
(519) 186 Sycamore St	0.36	1800	F	97%	1%	1%	0%	1%	0%	C	0.116	F	0.549	1800	F	2005
			From:	Sycamore St								To:	Main St			
(519) 186 Sycamore St	0.08	1200	F	97%	1%	1%	0%	0%	0%	C	0.12	F	0.5	1300	F	2005
			From:	Sycamore St								To:	Marshall St			
(519) 186 Sycamore St	0.44	720	G	98%	1%	1%	0%	0%	0%	F	0.118	F	0.52	740	G	2005
			From:	Sycamore St								To:	ECL Chase City			
Town of South Hill																
(1) 301 Brunswick Ave	0.16	610	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.507	620	G	2005
			From:	US 1 Danville St								To:	SR 47 Atlantic St			
(2) 301 Charles St	0.28	190	G	98%	1%	0%	0%	0%	0%	C	0.183	F	0.543	190	G	2005
			From:	Charles St								To:	Raleigh St			
(3) 301 Danville St	0.31	1500	G	98%	1%	0%	0%	1%	0%	F	0.123	F	0.685	1600	G	2005
			From:	Danville St								To:	Dortch St			
(4) 301 Dortch Lane	0.18	1500	G	99%	0%	1%	0%	0%	0%	C	0.117	F	0.723	1600	G	2005
			From:	Dortch Lane								To:	Atlantic St			
(5) 301 Field Dr	0.09	370	G	98%	2%	1%	0%	0%	0%	C	0.123	F	0.622	380	G	2005
			From:	Field Dr								To:	Pace Dr			
(6) 301 Goods Ferry Rd	0.59	1500	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.569	1600	G	2005
			From:	South Hill Ave								To:	Danville St			
(7) 301 Lunenburg Ave	0.16	1300	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.605	1300	G	2005
			From:	Lunenburg Ave								To:	Atlantic St			

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2005

Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																
(8) Main St	0.45	880	G	98%	1%	0%	0%	1%	0%	C	0.108	F	0.684	910	G	2005
(8) Main St	0.69	2800	G	98%	1%	0%	0%	1%	0%	F	0.109	F	0.5	2900	G	2005
(9) Maple St	0.07	2400	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.514	2400	G	2005
(10) Pace Dr	0.51	1000	G	98%	1%	0%	0%	0%	0%	C	0.116	F	0.632	1000	G	2005
(11) Raleigh Ave	0.65	870	G	99%	0%	0%	0%	0%	0%	F	0.125	F	0.507	910	G	2005
(11) Raleigh Ave	0.86	430	G	99%	0%	0%	0%	0%	0%	C	0.137	F	0.544	450	G	2005
(11)	0.04	340	G	99%	0%	0%	0%	0%	0%	F	0.120	F	0.773	350	G	2005
(12) Thomas St	0.15	2100	G	97%	1%	1%	0%	0%	0%	C	0.105	F	0.565	2200	G	2005
(13) Windsor St	0.49	2600	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.637	2700	G	2005
(523) Goodes Ferry Blvd	0.42	1600	G	97%	1%	1%	0%	1%	0%	C	0.099	F	0.535	1700	G	2005
(523) South Hill Ave	0.31	1200	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.549	1200	G	2005
(523) South Hill Ave	0.22	1700	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.516	1700	G	2005
(529) Chaptico Rd	0.46	2600	G	93%	1%	1%	5%	1%	0%	F	0.098	F	0.594	2600	G	2005
(529) Chaptico Rd	0.59	1400	G	93%	1%	1%	5%	1%	0%	C	0.111	F	0.596	1500	G	2005
(2519) Plank Rd	0.38	2800	G	94%	1%	1%	3%	2%	0%	C	0.113	F	0.531	2900	G	2005
(2519) Opie Rd	0.26	3200	G	94%	1%	1%	3%	2%	0%	F	0.095	F	0.659	3300	G	2005
(2520) McCraken St	0.16	4000	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.587	4100	G	2005
(2520) Lombardy St	0.64	3600	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.581	3800	G	2005
(2520) E Ferrell St	0.32	3800	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.55	3900	G	2005
Town of Chase City																
A Street	80	G									0.174	F	0.6	80	G	2005

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Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Chase City															
Roak St	90	G								0.206	F	0.619	100	G	2005
			From:	Ogburn St											
			To:												
Virginia Ave	200	G								0.098	F		220	G	2005
			From:	Sunset Lane											
			To:												
			Mason St												
Town of South Hill															
Forest Ln	580	G								0.132	F		630	G	2005
			From:	Green Hill Rd											
			To:												
High St	320	G								0.11	F		350	G	2005
			From:	Raleigh Ave											
			To:												
			Baker St												
Holmes St	90	G								0.126	F		100	G	2005
			From:	Lombardy St											
			To:												
			Benton St												